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TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

VIEWS AND NEWS BY "HAVAS."

COLOURED FOLK CLAIM EQUAL RIGHTS.

PARIS, Undated.

The optimistic opinion that the Germans will sign the Peace Terms gains ground. In case there is no hitch on either side, the signature is assumed to be made on June 10.

Marshal Foch has returned from the Rhine district and was received by M. Clemenceau. Afterwards M. Clemenceau called on President Wilson. The Council of Four approved a report made by Marshal Foch about the allied armies being ready to move almost instantaneously.

It is now virtually certain there will be no treaty with Turkey, in spite of opinion in England which favours the retention of Constantinople as the seat of Turkish sovereignty.

An agreement has been entered into between French and American quartermaster corps whereby all machinery, office fixtures, typewriters, automobiles, and wagons of all kinds being used by the American army will be turned over to the French government for use in the devastated regions of northern France.

Every delegate at the peace conference has received a copy of a protest by the coloured people of America against the non-insertion of a clause in the peace treaty obliging each nation of the Allies to grant equal civil rights to its own citizens.

ATLANTIC FLYING.

DANGER DOESN'T DETER: IT ATTRACTS.

LONDON, May 21.

In the House of Commons Sir G. Elliott asked the Government to consider the remitting of further attempts to fly the Atlantic in view of the desperately hazardous conditions. Major-Gen. Seely replied that the matter was given the most careful thought. The Government considered it was not right and was not its function to say to our countrymen that they should not undertake this daring flight and these risks.

BIG SHIPPING DEAL.

NEW YORK, May 20.

The director of the international mercantile marine has formally approved the sale of its British owned tonnage to a London syndicate. The transaction involves shipping variously estimated at from 750,000 to 950,000 tons, valued approximately at £27,000,000. A shareholders' meeting is to be called for June 16 to vote on the proposition.

SILVER.

SINGAPORE, May 28.

Silver is quoted 51⅜. The market is steady.

On the 25th it was 52⅝, and quiet. On the 26th the price was 51, with American selling.

MISSING AIRMEN.

PARIS, May 22.

It is no exaggeration to say that for 48 hours Hawker and Commander Grieve have been in the thoughts of all Frenchmen. No sporting event or test was ever followed in Paris with such anxious interest. Restrictions on flying are about to be removed throughout the whole French territory. A large number of aeroplanes no longer useful to the military authorities will be sold for civilian flying.

FRENCH LITERATURE.

PARIS, May 22.

M. Emile Bergerat has been elected a member of the Academie Goncourt.

POLICE SERGEANT. ACCUSED.

REMANDED ON SERIOUS CHARGES.

John MacBean Tulloch, Police sergeant stationed in Shaukiwan, at present suspended from service, was before Mr. R. E. Lindsell this morning charged with indecent assault on one Ng Li Mui, Chinese girl in Shaukiwan. A charge of maltreating the girl who was thirteen years of age, was also preferred against accused who was represented by Mr. E. L. Shenton.

Mr. A. E. Hall of Messrs. Lo and Lo appeared to watch the proceedings on behalf of the complainant and the case was adjourned till the afternoons of June 4, and 5.

CAUSE OF DESPONDENCY.

DESPONDENCY is often caused by indigestion and constipation, and quickly disappears when Chamberlain's Tablets are taken. These tablets strengthen the digestion and move the bowels. For sale By all Chemists and Storekeepers.

FOREIGN PROPERTY IN JAPAN.

Well-wishers of Japan frequently have occasion to grieve over the pursuit of minor and negligible interests by the authorities in this country in entire disregard of the reputation which such a procedure creates. In matters of this sort they have in the past been very ill advised by some of their chosen foreign counsellors, who thought they were earning their money by backing up the authorities in actions which sometimes amounted to sharp practice, and making the worse pass for the better cause. Especially has this been the case in regard to the Foreign Settlements, where the rights freely granted at the outset have repeatedly been infringed, in spite of the very small issues involved. The perpetual leases are referred to, year by year, in the "Japan Year-book," as the "blot in the escutcheon," and in spite of the facts of the case this is how they seem to be officially regarded, and their occupants are looked upon as intruders against whom every possible measure must be taken rather than as the lawful holders with guaranteed rights. It is an old story how, in spite of a Hugue decree regarding the restriction of taxes, illegal demands are made and enforced by undignified raids on the premises concerned and the seizure of whatever may be found thereon. What never seems to strike the authorities concerned is the paltriness of the procedure. The sums demanded are, from a governmental point of view, contemptible, though not so from the individual standpoint.

What the authorities have never been sufficiently large-minded to remember is that the small plots of land, when first allotted for Foreign Settlements, were of practically no value whatever, that the value they have acquired has been mainly owing to the exertions of foreign occupants, and that this value has spread widely round about, so that the effect of the Settlements has been to create public revenues infinitely vaster than the benefits the foreign occupants have ever enjoyed from the easy terms of their leaseholds. Moreover, the authorities have never looked at the question philosophically. There have been times in the history of the Foreign Settlements when even the small sums paid on the lots were a bad investment. In those times leaseholders would often have been glad enough to be bought out, but nobody came forward with an offer to do so. As soon as the ground really began to acquire a high value and the Japanese made great advances commercially, the process of buying out began. The higher the prices of the land go, the more foreign leaseholders are bought out. The war has wiped out about half of what remained of the "blot in the escutcheon." The other day we gave a translation from the *Jiji* on the decline of foreign firms in Yokohama. In Kobe the same phenomenon of Japanese acquiring Settlement lots has been observed. A dozen big buildings for Japanese firms have sprung up on Kobe Settlement during the war, and there are a number of plots only awaiting the expiry of the term of grace given to the occupants before the old buildings are pulled down and larger ones erected. And there are also the cases where the existing buildings, sometimes with some structural alterations, were found sufficient for the new owners.

All this shows how entirely superfluous have been the artificial exacerbation of feeling and the petty extortions practised. So long as there is no particular value attaching to the perpetual lease lots, there is no grievance from the Japanese point of view. As soon as the lots acquire a value, the grievance created begins to cure itself automatically. It is only a question of time before the Settlement lots will all pass into the hands of Japanese, though it is probable that there will always be some foreign firms on the Settlement. The particular occasion for indulging in these reflections is that a new form of petty persecution has made itself felt in Kobe. A foreign firm which had a fire on its premises was served with notice that in rebuilding it must set back its frontage so many feet. This was not only a clear infringement of the leaseholder's rights, but it was an entirely unreasonable request. Such a regulation is valid and necessary in narrow Japanese streets where low jutting eaves strike the unwary pedestrian in the face or sweep his hat off. But the Kobe Settlement was excellently laid out from the beginning and both roads and footpaths are of ample width. The chief reason for widening roads and footpaths is so as to allow the traffic to pass freely without jostling. It can always do this on the Kobe Settlement. It is highly incongruous, however, that the urban authority which is now so solicitous regarding the efficiency of the streets cares not at all about their becoming quagmires after every shower, or about the footpaths being a public danger owing to great holes appearing in the brickwork which the foreign municipality left in such excellent repair. There is often a block in the traffic on the Settlement, but never because of the insufficient width of the streets. It occurs through the unfortunate horses not being able to pull their carts out of the holes which the Municipality neglects to repair.

When the perpetual lease lots are sold to Japanese, they naturally lose the peculiar rights formerly granted to them, and it could be readily understood if on rebuilding the owner were required, by some municipal by-law, to set back the frontage of the premises. Even in the case of a foreigner acquiring a plot with its rights intact there would be little to object to were such an order clearly laid down in municipal regulations. But as a matter of fact Japanese builders appear in no case to have been required to set back their frontage. In the case of some of the new and, for the Settlement, unprecedentedly high buildings, there might be some show of cause for a set-back. In one case, that of Messrs. Katsuda's new block, a set-back appears to have been voluntarily made—voluntarily, because the alignment on the old limit of the basement and the entrance porch are not consistent with a general set-back order. So far from set-backs having been ordered, there are cases where new and massive Japanese buildings have encroached a few inches—nothing to raise any complaint about but quite sufficient to emphasise the remarkable contrast with the new pretension that a foreign firm must put its frontage back. If the set-back is for the particular case where a fire has necessitated building, all that can be said is that it is a very nonsensical rule, because rebuilding after a fire is the one occasion when the process cannot be regarded as a mark of prosperity. In these circumstances it is very difficult to avoid the conclusion that the new orders are only a fresh example of petty persecution designed to relieve the feelings of those whose sensitiveness is offended by the "blot on the escutcheon." It is certainly a choice piece of absurdity that the governing body which succeeded the foreign municipality should let that municipality's work go to ruin and yet, on pretence of a superior solicitousness for urban amenities, deliberately infringe the rights of the foreign occupants of Settlement lots. However, we understand the Embassy concerned has taken the matter up, and if it is put in possession not only of the facts of the case itself but that of the exemption of Japanese firms from such vexations, the present illegal demands will be withdrawn.—*Japan Chronicle.*

HINDERING A CONSTABLE FROM DUTY.

Whilst a constable was on duty near the Ko Shing Theatre, the other night he sighted a returned banishee who was wanted by the Police. On going up to arrest the man, a compatriot advised him to give the man a chance.

On his refusal, the others fell on him hammer and tongs, whilst the wanted one managed to escape.

As an upshot of this the man who had deterred the constable from doing his duty was sentenced by Mr. Hutchison to six months' hard labour.

REVIEW.

The Studio; London, 44 Leicester Square. Monthly 1s. 6d.

The April number of *The Studio* has some remarkably good work in colour printing, a plate by Arthur Wardle, showing a sprig of blackthorn, being the best British example of process work we have seen to date. The frontispiece, Zimmins, is not so good. The reading matter is more or less what *The Studio* usually gives us. "There is too much booming of small potatoes, though the curious and neat work of the late Flight Sergeant Vine deserves the prominence given to it. If we are to judge the wood-prints of Joseph Baskets, for instance, by *The Studio* reproductions, we must confess that we see no reason why they should be praised or admired more than the smudgy efforts of a promising schoolboy. It is fortunate that we had a look round London not long ago, because if we had been led to suppose that the standard of British art is as indicated in this periodical, we should have been less satisfied with it than we are. The best feature of *The Studio* is that it illustrates the steady advance of British printing, once so far behind that of others.

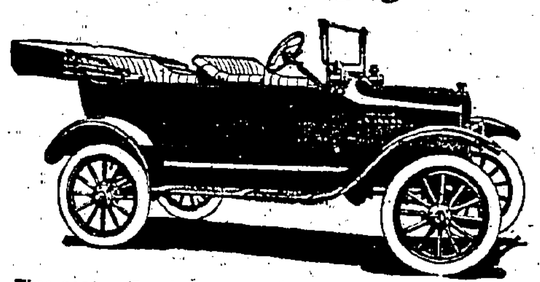
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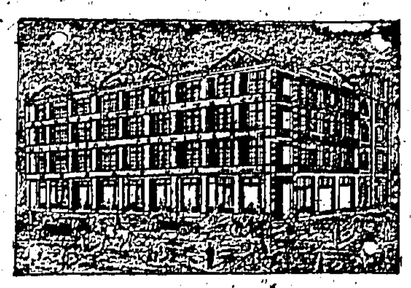
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—Public Auctions—

THE Undersigned has received instructions to sell by Public Auction,

ON
THURSDAY May 29, 1919,
commencing at 2.45 p.m.
at No. 3 Patell Villas, Top Flat, (Kowloon),
A Quantity of Valuable Household Furniture,
(Full Particulars from Catalogue).
On view from Wednesday the 28th instant.
Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, May 22, 1919.

on
FRIDAY, May 30, 1919,
commencing at 11 a.m.
at No. 11 Austin Avenue, Kowloon.
A Quantity of Valuable Household Furniture,
(Full Particulars from Catalogue).
On view from Friday the 30th. inst.
Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, May 26, 1919.

on
FRIDAY, May 30, 1919,
commencing at 2.45 p.m.,
at "Mefrion" No. 5, The Peak,
A Large Quantity of Valuable Household Furniture,
comprising:—
Teak hatstand with bevelled mirror, teak hall table, writing table, bookcase, Marble top octagonal table, Leather covered armchairs, Lacquered teapoys, teak screens, Gramophone, Copper coal scuttle, Curtains, Pictures, Wall Plates, vases and ornaments,
etc., etc.
Teak extension dining table, dinner waggon with bevelled mirror, glass cabinets, ice chest, cupboards, Dinner Services, Glass-ware, etc.
Teak and Iron bedsteads, teak dressing table with bevelled mirrors, wardrobes with bevelled glass doors, marble top washstands, chests of drawers,
etc., etc.
Also
A Fine Selection of Fine Canton Blackwood-ware:—Curio cabinet and stands, lady's desk, side table, armchairs, settles, joss table, flower stands, teapoys, cake stands, etc.
And
A quantity of Maiden hair ferns in pots and plants in pots.
On view from Thursday the 29th instant.
Catalogues will be issued.
Terms: Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, May 22, 1919.

on
SATURDAY, May 31, 1919,
commencing at 11 a.m.
at No. 10 Godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd. Kowloon.
A Large Quantity of Steel and Iron Bars, Round, Flat and Square, of various sizes.
TERMS:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, May 27, 1919.

on
MONDAY, June 2, 1919,
commencing at 11 a.m.
at Blue Building godown 4A, Wanchai, of the Hongkong & Kowloon Wharf & Godown Co., Ltd.
305 pieces Mild Steel Angles
3" × 3" × 3" × 18'/22'
244 pieces Mild Steel Angles
3" × 3" × 3" × 32'
164 pieces Mild Steel Angles
5/16" × 3" × 3" × 22'
3 pieces Mild Steel Angles
5/16" × 3" × 3" × 20'
and afterwards at 3 p.m.
at No. 16 godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd. (Kowloon).
36 pieces Mild Steel Plates
5/16" × 5' × 10'
46 pieces Mild Steel Plates
¾" × 5' × 10'
48 pieces Mild Steel Plates
¾" × 5' × 10'
19 pieces Mild Steel Plates
¾" × 6' × 12'
36 pieces Mild Steel Plates
5/16" × 5' × 10'
3 pieces Mild Steel Plates
5/16" × 4' × 8'
(stored in No. 11 Passage)
48 pieces Mild Steel Angles
1" × 1" × ¼" × 18'/22'
83 pieces Mild Steel Angles
1" × 2" × ¼" × 18'/22'
32 pieces Mild Steel Angles
1" × 2½" × ¼" × 16'/22'
(The above stored in No. 2 Passage)
6 casks 20 G Bright Wire,
4 casks Zinc Sheets Gauge,
7' 4' × 8'
(The above stored in No. 23 Godown).
Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, May 23, 1919.

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DAIRY FARM NEWS.

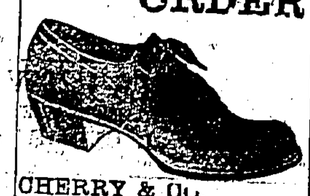
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This Advertisement is issued by British-American Tobacco Co. (China) Ltd.

DROUGHT IN SHANGTUNG.

No rain has yet fallen in Shantung this year, and drought is working serious havoc to the crops. Prices of cereals have risen. Lower class people are joining the brigands, threatening to throw the whole of Shantung into complete disorder. Water supply is running short at and about Tsinan.

"TRAIN WRECKER" DEAD.

One of the most romantic figures of the South African war has been removed by the death of Jack Hindon, the Boer Scout, known as "The Train-Wrecker," who was largely responsible for Lord Kitchener's difficulties on the Delagoa Railway in the later stages of the campaign. He was born in Scotland, but going to South Africa at an early age, afterwards sided with the Boer population. Many stories were told about Hindon's strange career. He was said to have been a British private who fought with Sir George Colley at Majuba, but he always denied that he served in any British force. During the South African War he saved a British officer whom the Boers had captured and decided to shoot, by smuggling him away in a waggon. During his successes as a train-wrecker several expeditions were told off to capture him, but he proved as elusive as De Wet. He surrendered at Balmoral in May, 1902.

MORESBY OF NEW GUINEA.

There has just entered his ninetieth year a naval officer with remarkable links with the past. Admiral John Moresby, still hale and hearty, though, as he writes to a friend, "very dimsighted," with "a gale and heavy seas roaring in his head," served for eighteen months under the late Admiral Sir David Milne, then (1842-5) 82 years old and Commander-in-Chief at Plymouth. Milne entered the service in 1779, taking part in Rodney's action, and Admiral Moresby well remembers the stories he used to tell of men who had fought with Benbow.

There has been a century and more of Moresbys, for Admiral John Moresby's father was Admiral Sir Fairlax Moresby, who entered the Navy in the closing year of the eighteenth century in the days of flogging and rum and Nelson. It was Admiral John Moresby who, nearly half a century ago, annexed British New Guinea to the Empire, and he is the only sailor who has had the honour of having a ship named after him in his lifetime—the destroyer *Moresby*, which sunk a German submarine, and at Jutland torpedoed an enemy battleship. His whole record is unique, and he continues to take a most active interest in all matters relating to his profession.

LETTERS OF JOHN DELANE.

With reference to the dispute concerning the ownership of the letters of John Thadeus Delane, a former editor of *The Times*, it was stated in the Chancery Division that a sale had been arranged of one lot of the letters in order that seven of them might be destroyed and the rest, of the lot placed where they would not be accessible to the general public, the object being to avoid publicity and scandal.

After some discussion it was agreed that the proceeds of the sale, together with all the other letters, should be brought into court pending the trial of the action.

CHINA'S POLICY TOWARDS MONGOLIA.

Military Inspector Chang, at Mukden, with the consent of the Central Government, is trying to establish China's trade influence more solidly in Inner Mongolia and further to recover the district in Outer Mongolia held under Russian domination, taking advantage of the present perturbation in Russia. The above accounts for the successive despatches of Fengtien and Heilungkiang troops to Mongolia on the pretext of frontier defence, in spite of the protest filed by the Russian Minister to Peking demanding the withdrawal of the Chinese troops from the Russian boundary. To all appearances, no sign of anti-Japanese feeling has yet appeared in Fengtien or Heilungkiang Provinces.

VICKERS LIMITED'S DIVIDEND.

The directors have decided to recommend a final dividend for the year 1918 of 1s. 6d. per share (free of income-tax up to 5s. in the £) to the registered holders of the ordinary shares of the company, Nos. 1 to 5,550,000, making 2s. 6d. per share or 12½ per cent. for the year, and 9d. per share (free of income-tax up to 5s. in the £) to the registered holders of the shares Nos. 5,550,001 and onwards in accordance with the conditions of issue of those shares in October last. The dividend will be payable on the 9th May, 1919. The transfer books of the ordinary shares of the company will, in accordance with the company's articles of association, be closed from April 28, 1919, to May 8, 1919, both days inclusive. In a statement issued to the shareholders of Vickers, Limited, the directors express regret that it is not yet possible to submit any balance sheet to the shareholders for the year 1918, and that it will therefore be necessary to adjourn the annual meeting, which will be held on May 1, till the accounts can be completed for presentation.

THE CONTROL OF OIL FUEL.

At a time when most shipowners are thoughtful, so far as the design of new ships is concerned, in the fuel question, any movements in the control of great oilfields becomes a matter of vital importance, and, therefore, interest will be aroused in the announcement that there is no truth in the report published in the American Press to the effect that the British Government has acquired control of the Cowdray oil interest in Mexico. It is well known that the Shell Royal Dutch Company has purchased the control of the Mexican Eagle, but there is not the slightest truth in any report of control of the property by the British Government.

MYSTERY OF DESERTED SHIP IN NORTH SEA.

A strange find was made by the Hartlepool trawler *Kathleen Burton* in the Northern Sea. When about 170 miles off Hartlepool she came across a large German ship, which proved to be the *Gernot*, of Hamburg.

A gale prevailed, and the vessel was drifting helplessly in rough seas. The boats were gone, and there was no one aboard. Only the foremast was standing, and on deck houses had been built. These, as well as her holds, were lined with beds, indicating the vessel had probably been used as a hospital ship at some German depôt.

With difficulty the derelict was towed to Hartlepool.

[Another account says that the vessel is thought to have formerly been British.]

CHINESE LABOUR IN MALAYA.

In writing on labour conditions in British Malaya, United States Consul-General Edwin N. Gunsaulus, Singapore, notes that, apart from special war reasons, there has been a general tendency for wages in every branch of labour gradually to rise. This increase, he thinks, may be regarded as the natural concomitant of the country's development and prosperity. Incidentally, he notes a prevailing tendency for Chinese labour to drift into the merchant classes when circumstances permit. It is well known that many flourishing Chinese trading and merchant firms in the Straits Settlements and the Federated Malay States owe their existence to men of the coolie class, and it may be said to be typical of the Chinese labourer to set up in trade or business as soon as he has amassed sufficient capital to do so. This is one of the reasons that the Chinese make such excellent immigrants. One and all strive to get on, and it is astonishing how well they succeed.

NOTICES.

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Please notice The Breezy Garage is giving Special quotations with the latest and newest design CARS ON HIRE for the coming Season.

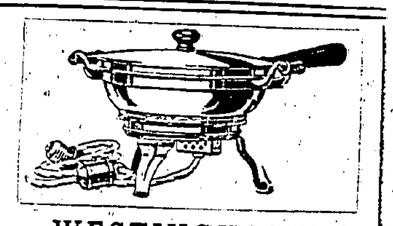
CHANDLER	7 passengers	$8.00 per Hour.
HUDSON SUPER SIX	7 "	$7.00 " "
OAKLANDS	5 "	$6.00 " "

Wise patrons never go wrong once they decide to patronise us. Weekly or monthly trips can be arranged at the Office.

OUR MOTTO
Drink less patent medicine and take more motoring.

THE BREEZY GARAGE,
81, Des Vœux Road Central,
Opposite Central Market.
'Phone 2499.

Just landed a large stock of Goodyear and Goodrich Tyres and Tubes at lowest prices. Sizes 34 × 4 and 32 × 4.
Please Ring, Write or Call
Mr. TANG TSUN,
Proprietor and Manager.



WESTINGHOUSE ELECTRIC

"WESTINGHOUSE" PUTS THE STAMP OF CHARACTER ON AN ELECTRIC APPLIANCE.

WESTINGHOUSE ELECTRIC CHAFING-DISH.

FOR SALE BY:
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THE HONGKONG HOTEL AND GRILL ROOM
J. H. TAGGART, MANAGER.

THE PEAK HOTEL.
1,500 Feet above Sea Level,
15 Minutes from Landing Stage.
Under the Management of—
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KING EDWARD HOTEL
CENTRAL LOCATION
ALL ELECTRIC TRAMS Pass Entrance, Electric Lifts, Fans and Lighting throughout. Best of Food and Service.
Telephone 373. Telegraphic Address:—'VICTORIA.'
J. WITCHELL, *Manager.*

PALACE HOTEL
KOWLOON.
(Two minutes from Star Ferry).
Recently renovated and refurnished, electric light and fans throughout and entirely under new management. Cuisine under the personal supervision of the proprietor. Bar and Billiard Rooms. Terms moderate. Special terms to families on application to
Telephone K. 3. Telegraphic Add.: "PALACE"
J. H. OXBERRY, Proprietor.

CARLTON HOTEL.
(THE ONLY AMERICAN HOTEL IN THE COLONY.)
ICE HOUSE STREET.
Under American Management. Nice and quiet yet only a few minutes walk from the Banks and Central District. 43 Bedrooms. Excellent Cuisine. Scrupulously clean. Moderate Terms. Monthly and Family Rates on application to the Proprietress. Launches meet Passenger Boats.
Telegraphic Address "CARLTON." MRS. F. E. CAMERON.

BLUE BIRD
CONFECTIONERS & CATERERS
ICE CREAM PARLOUR.
HOT and COLD DRINKS.
ALSO
DEALERS IN
Gimbal's and Orange Blossom
American Chocolates
Assorted Fancy Cakes
ADDRESS:
OLD POST OFFICE BUILDING
Queen's Road & Pedder Street.

TANG YUK, DENTIST.
Successor to the late SIEN TING.
14, D'AGUILAR STREET.
TERMS VERY MODERATE
Consultation free.

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G. MOUSSION
15, Morrison Hill Road

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General Auctioneers
Share, Coal and General
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PROPRIETORS
"To-Kwa-Wan" Coal Storage.

Codes used
Bentley's
A. B. C. 4th & 5th Editions.
A 1 Telegraphic Code.

Telegraphic Address
"MERION" HONGKONG.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), ON

THURSDAY,
May 29, 1919, at 10.30 a.m., at No. 8, Mountain View, The Peak,
THE SUNDRY
Valuable Household Furniture,
&c., &c., &c.
therein contained.
Comprising:—

Large Teakwood Hallstand, Morocco Leather covered Sofa and Arm-chairs by Lane, Crawford & Co., Carpets, Teakwood Cabinets, Sideboard, Dining Table and Chairs, Mirrors, &c., and a quantity of SUPERIOR TABLE GLASS—large Bedsteads and Cots, Wardrobes, Washstands, Toilet Tables, &c.

Also

Electric Fans, Enamelled Baths, Filter, Ice Chest, Ships Lavatory, Wine Cabinet, and a number of lots of Pot Plants.

(Full Particulars from Catalogue).
On view day of sale.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, May 21, 1919.

(FOR ACCOUNT OF THE CONCERNED), on

"THURSDAY,
May 29, 1919, at 2.30 p.m., at No. 7 Knutsford Terrace, Kowloon,
THE SUNDRY
Valuable Household Furniture,
&c., &c., &c.
therein contained.
including:—

Large Extension Dining Table and Chairs, Mahogany Sideboard, finely carved Blackwood Settee, Stands, Pictures, &c., large and small Bedsteads, (Hair Mattress), Wardrobes, Toilet Tables, &c.

Large Ice Chest, Pantry, Kitchen and Bathroom Utensils.

Also

Piano by Robinson Piano Co., Electric Fittings and Fans,

And

A number of Pot Plants.

(Full Particulars from Catalogue).
On view day of sale.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, May 22, 1919.

G. R.

PUBLIC AUCTIONS.

THE Undersigned have received instructions from H. M. VICTUALLING STORE OFFICER, to sell by Public Auction, on

SATURDAY,
May 31, 1919, at 10.30 a.m., at their Sales Rooms, No. 8 Des Vœux Road, Corner of Ice House Street,—

A Quantity of Flour,
do Rice,
do Beans,
&c., &c.

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers to the Admiralty.
Hongkong, May 27, 1919.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), on

SATURDAY,
May 31, 1919, at 10.30 a.m., at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,

A Quantity of Useful Household Furniture,
&c., &c.
(Removed to Sales Rooms for Convenience of sale),
And
Miscellaneous Goods.
Terms:—Cash.
HUGHES & HOUGH
Auctioneers,
Hongkong, May 27, 1919.

WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS, $1. PREPAID.

Each additional 5 words 4 Cents.

WANTED.

ENGINEER FOR LOCAL WORKS. Thorough shop training in mechanical engineering and experience in charge of steam plant essential. Apply Box No. 1119 c/o "CHINA MAIL."

WANTED.—OLD-ESTABLISHED BRITISH FIRM requires fully experienced Export man, capable of taking charge of their Department. Only those with first-class references need apply. Write Box No. 1125, c/o "CHINA MAIL."

LOST.

LOST—From East Point, LIVER COLOURED SPANIEL DOG, brown paws and patch under tail. Answers to the name of "PAN." Reward to finder returning dog to JOHN JOHNSTONE, JARDINE, MATHESON & Co.

TO LET.

TO LET.—No. 102 The Peak, 6 ROOMED HOUSE at the Peak. Apply to PERCY SMITH, SETH & FLEMING.

TO LET.

TO BE LET FURNISHED from 1st July, No. 7 Mountain View, The Peak. Apply to W. L. PATTENDEN, GILMAN & Co., LTD., 8A, Des Vœux Road, Central.

TO LET.—A FLAT in Nathan Road, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings.
Hongkong, May 20, 1919.

TO LET.

TO LET.—**NEW HOUSES** in **Nathan Road, Kowloon,**
No. 14
Second Floor & Ground Floor.
Light and Airy, Electric Light & Bell installation, excellent sanitary fittings and arrangements including Water Closets. Enamelled Baths (European Style.)

TERMS MODERATE.

Apply to:— LAI HIN MAN,
Manager.
Tong Wa Building Agency,
No. 43A Queen's Road East, Hongkong,
or
No. 10 Nathan Road, Kowloon.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), on

FRIDAY,
May 30, 1919, at 2.30 p.m., at No. 23 New Humphreys Buildings, Kowloon,
THE
Valuable Household Furniture,
&c., &c., &c.
therein contained.
Comprising:—

Well made Teakwood Dining Room Suite, large Dinner Service, Glass Ware, &c.

Teakwood Twin Bedsteads, large and small Wardrobes, Toilet Tables, &c.

Singer Sewing Machine, Electric Fittings, Pot Plants, &c.

(Full Particulars from Catalogue).
On view day of sale.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, May 22, 1919.

WISEMAN, LTD.

TEA DANCE

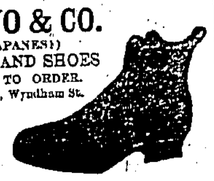
TO-MORROW

(Thursday), May 29th.

D. M. GOODALL,
Manager.

'PHONE 407.

TAIYO & CO.
(JAPANESE)
BOOTS AND SHOES
MADE TO ORDER.
No. 3a, Wyndham St.



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APIOL & STEEL PILLS
for Ladies
A French Remedy for all Irregularities. Thousands of Ladies always keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the System a small dose may be administered. Those who use them recommend them, hence their enormous sale. All Chemists and Stores sell them throughout the World, or post free from MARTIN, Chemist, Southampton, Eng.
MARTIN'S
APIOL & STEEL PILLS
for Ladies



EVERY BEETLE EVERY BUG
is killed
when "Keating's" comes into thorough contact with it.
Sold in Tins only.
The unrivalled way to kill beetles, bugs and all household insects is to
Use
KEATING'S POWDER

INTIMATIONS.

THE "STAR" FERRY CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TWENTY-FIRST ORDINARY ANNUAL MEETING of this Company will be held at the Offices of Messrs. Jardine, Matheson & Co., Ltd., on THURSDAY, the 29th May, 1919, at 11.30 a.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts to 30th April, 1919.

The REGISTER OF SHARES of the Company will be CLOSED from FRIDAY, the 23rd May, to THURSDAY, the 29th May, 1919, INCLUSIVE.

By Order of the Board of Directors,
W. S. BROWN,
Secretary.
Hongkong, May 16, 1919.

PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of Shareholders of the above Company will be held at the HONGKONG HOTEL, Hongkong, on THURSDAY, the 29th May, 1919, at NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1919.

The TRANSFER BOOKS of the Company will be CLOSED from the 26th instant to the 31st instant both days inclusive.

PEAK TRAMWAYS CO., LTD.,
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, May 19, 1919.

SINGING & DANCING LESSONS.

M. and MDE N. G. DORROS are prepared to give Singing and Dancing Lessons to Ladies, Gentlemen and Children. For terms apply c/o CARLTON HOTEL.

NOTICE.

THE POLO GYMKHANA, which was POSTPONED from SATURDAY, May 24th, will be held (weather permitting), on SATURDAY, May 31st, at 4 P.M., and WEDNESDAY next, as previously advertised.

S. E. GRIMSTONE,
Hon. Secretary.
Hongkong, May 26, 1919.

LLOYD'S REGISTER OF SHIPPING.

NOTICE.

THE Undersigned JOHN LAMBERT SHIP and ENGINEER SURVEYOR to the above Society being transferred to Europe, the surveying duties will in the future be attended to by Mr. J. S. GARDINER, M.I.N.A., Ship Surveyor and Mr. T. S. MORRISON, Ship and Engineer Surveyor appointed from New York to this port.

(Sgd.) JOHN LAMBERT,
Lloyd's Register of Shipping,
Alexandra Buildings,
Hongkong.
May 23, 1919.

SIEMENS CHINA ELECTRICAL ENGINEERING COMPANY, (HONGKONG) LIMITED.
SIEMENS CHINA CO., BERLIN
FRANZ EMIL AUGUST EHRHARDT.

CREDITORS are required to send in their claims against the above to the undersigned Alexandra Buildings, Des Vœux Road, on or before SATURDAY, the 31st May, 1919.

C. BERNARD BROWN,
Liquidator.
Hongkong, May 20, 1919.

ENGINEER FINED FOR OPIUM SMUGGLING.

In H. M. Police Court Shanghai, His Honour Judge Skinner Turner, sitting as magistrate, continued the case, which was first heard on May 10, in which Mr. Macdougall, chief engineer of the P. & O. s. *Dilwara*, was charged with importing opium into Shanghai.

Mr. Master, in prosecuting, said that at the last hearing the facts for the prosecution had been proved and the case had been adjourned pending an appeal on the question of whether the importation of opium into China by a British subject was an offence. The Appeal Court had decided that it was.

Mr. Priestwood, for defendant, said it was understood at the conclusion of the last hearing that the defendant pleaded guilty on the facts, and now counsel had been instructed to express the defendant's sorrow and regret for what he had done. Defendant had been with the British India line for 22 years, during the last seven of which he had been a chief engineer. Defendant had returned to Shanghai as soon as he had been able and Counsel submitted that in this case a fine would meet the offence. Counsel also urged upon the Court the fact that when the sampan in which the defendant was going ashore was stopped and the police officer fell into the water, the defendant, if he had been a criminally-minded man, could have disposed of the opium and made his escape, instead of which he waited to rescue the officer and the Chinese who fell in endeavouring to get him out.

Capt. Walker, of the P. & O. *Dilwara*, said he had known the defendant since 1904. He had an excellent character and witness could only speak of him in the highest terms.

Mr. Master said he had no objection whatever to the application for leniency. His clients were aware of the fact of what took place when the police officer fell into the water and considered that the defendant assisted materially in saving the officer's life.

Sergt. Chegwiddin, the officer in question, said that the defendant could have escaped if he had wanted to when witness fell into the water.

The magistrate, addressing the defendant, said he could not understand a man of the defendant's character and the service behind him, helping what China herself and what Great Britain had been helping China to put down, namely, opium smoking. The case had been treated by the Court summarily, his powers were limited and he had been asked specially not to send him to prison, but to deal with the matter by way of a fine. He had been very much exercised about the case, because it was difficult to know how far one should act leniently in such a matter. But there were two things which had struck him since he knew the defendant was going to be in court. One was that he had returned to face the music, though he might have; if he wished, in some way have failed to return, and the second was his conduct the day he was caught on the river. In connection with the latter there was one point, that he did not endeavour to escape when the officer and the Chinese were in the water, and another point was that in court he had made no opposition in any way to the facts being put before the Court. In those circumstances he thought he could accede to the request to deal with him leniently. The Court would not send him to prison, and he hoped that the case would be a warning to him and to everybody else who knew about it that smuggling opium into China is a punishable offence.

The defendant was fined £20 and ordered to pay £10 towards the cost of the prosecution.

DISCOMFORT AFTER MEALS

usually due to flatulence or wind in the stomach, may be remedied by the occasional use of

PINKETTES

the gentle little laxatives. Pinkettes dispel constipation and flatulence, cure biliousness, sick headaches, liverishness, coated tongue, ill-smelling breath, clear the skin of pimples and blotches.

Of dealers, or for 60 cents the vial, post free, from The Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

LIFE OF ADVENTURE.

At Lancaster Quarter Sessions John William Ruecroft (49), King Edward's Horse, was charged with breaking into the shop of Mr. Kitching, jeweller, Morecambe, between December 7 and 9, and stealing jewellery to the value of £779, 2s. 9d.

Prisoner had been on a visit to his sister at Lancaster on sick leave, having been wounded in the head and stomach. He returned to hospital at Colchester on December 10. He also visited relatives at Darlington and West Hartlepool, and he disposed of or left jewellery at those places, a packet of jewellery being subsequently found under a bed he had occupied.

He also sent valuable presents of jewellery to his sister, and gave rings to nurses at Colchester Hospital and other people in the town. He was arrested in London in February on another charge, and he had then about £200 worth of jewellery in his possession.

This led to his arrest on the shop-breaking charge, and he at once offered to help the police to recover as much property as possible, a promise he kept. He said he could not have been in his right mind when he did it.

Altogether about £390 worth of jewellery was recovered. Prisoner told the magistrates he had never been the same since he was wounded in the head, and he expressed his deep regret for what had happened.

He would never be able to face his regiment again. It was the greatest disgrace he had ever had in his life.

According to prisoner's own statement to the police he has led a most adventurous and roaming life. He was born at West Hartlepool, where he lived until he was 14 years of age. Since then he had been all over the world. He

Served in the South African War,
Had been a gold miner and prospector in Klondyke and Alaska,
Had traded as a copra merchant in the South Sea Islands, and
As a beachcomber in British Guiana.
Worked on the Panama Canal.
Fought under President Castro as a rebel.
Was in the Boxer riots in China, and
Was in Jamaica at the time of the great earthquake in 1907.

WORKED IN SIBERIA.

He worked on the Trans-Siberian Railway, assisted to quell the Sinn Fein rising in Ireland, and in the late war was in the Alsace-Lorraine operations, and was severely wounded.

A sentence of twelve months' hard labour was passed upon the prisoner.

JARDINE, MATHESON & Co., LTD.,

ENGINEERS and LAUNCH BUILDERS.

MARINE MOTORS OF ALL POWERS IN STOCK.

Works:—POOTUNG, SHANGHAI.
Sole Agencies:—STERLING & EVINRUDE MOTORS.
MAKERS "EWO" MOTORS.

Associated British Machine Tool Makers, Ltd.
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"Sarco" Steam Traps, Temperature Regulators, &c.
Linotype & Machinery, Ltd.
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STATE EXPRESS
CIGARETTES.

The particular man demands a particular cigarette. State Express are made for just such men—men of discrimination who require the best.

VIRGINIA
No. 555 - - - - 85 cents. PER TIN OF 50.
PACKED IN PATENT VACUUM TINS.

Sole Manufacturers:
ARDATH TOBACCO CO., LTD.,
LONDON, ENGLAND.

NOTICES.

THE MOTOR UNION INSURANCE CO., LTD.
(Incorporated in England.)
Being Agents for the above COMPANY, we are prepared to issue POLICIES against FIRE, MARINE LIFE and MOTOR ACCIDENTS at current rates.
For further particulars, please apply to:—
UNION TRADING COMPANY,
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CARS on HIRE

Experienced Chauffeurs and Expert Mechanics.

A Large Number of New and Comfortable Cars Always in Readiness.

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GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT.

In Casks of 375 lbs. net.
In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.
GENERAL MANAGERS

TRIALS SOLICITED BY
JAMES STEER
THE CHRONOMETER AND WATCH MAKER
(Contractor to H. M. Naval Yard.)
9, ICE HOUSE STREET, HONGKONG.

SOMETHING NEW.

WISEMAN'S TEA.

Our own packing and blending from the Choicest Ceylon and China Teas.

Try It

1-lb. tins - - - - 80 cents.

LONG HING & CO., PHOTO SUPPLIES, Kodaks and Kodak Films, &c., &c.
DEVELOPING & PRINTING A SPECIALITY.
No. 17, QUEEN'S ROAD CENTRAL, HONGKONG.

Advertisement to the Dealers in Motor Products.

The Automotive Products Corporation of New York, U. S. A. has been made the EXPORT DEPARTMENT for a group of American Manufacturers of Motor Vehicles and Accessories and has been authorized to appoint exclusive representatives or dealers in all the principal markets of the world.

We are the exporters of a complete line, including Automobiles' Lorries, Farm Tractors, Plows, Agricultural Machinery, Industrial Trucks, Farm Lighting Plants and Automobile Accessories.

We Save for the buyer the commission of the middleman and control the export sales of the following:

Hall Motor Lorry—petrol—worm gear—2—3½ and 5 tons capacity.
Hall Motor Lorry—petrol—chain drive—7 tons capacity.
Shelby Motor Lorry—petrol—worm gear—1 and 1½ tons capacity.
Shelby Delivery Car—petrol—internal gear—¾ ton capacity.
Ward Delivery Car—electric—worm gear—1—2—3½ and 5 tons capacity.
Ward Industrial Truck—electric—4,000 lbs capacity.

We supply catalogues in your own language. We are authorized to quote maximum discounts and best terms of sale. We solicit correspondence advising us of your facilities to handle our products.

We quote approximate costs c. i. f. delivery when desired.

Automotive Products Corporation.

Woolworth Building, New York, U. S. A.

APC OF USA

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This trademark signifies that the selection of the product has been carefully made by expert Engineers in these lines.

SPARKLING MINERAL WATER.

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AN EXACT REPRODUCTION OF A WELL-KNOWN SPA AT HALF THE PRICE. BLENDS PERFECTLY WITH SPIRITS, ESPECIALLY WHISKY.

A. S. WATSON & CO., LTD.,

AERATED WATER MANUFACTURERS.

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TELEPHONE 346

LADIES' WHITE FOOTWEAR.

KID, SUEDE AND CANVAS.

THE LATEST:

BOOTS & SHOES

FOR SUMMER WEAR.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, WEDNESDAY, MAY 28, 1919.

PREFERENCE.

The prospect of a revival of the hideous controversy about "Tariff Reform" is not a pleasant one, but it is here. Our long telegram yesterday showed that it has re-opened at Home. Mr. Austen Chamberlain, of whom we suppose it will be reasonably safe to say that he isn't his own father, talked at length and dully and was rather favoured by Reuter. His announcement that the Government intended to confine as much as possible of its expenditure to the Empire, in the interests of the fiscal unity of the Empire, was cheered in the House of Commons. We have still to discover how far the sentiment of the Coalition Parliament represents public opinion. It is that which will tell in the long run. As Sir Sidney Low has well said, democracy isn't machinery but a sentiment. It is a thing of the spirit. One of the first things that the American democracy ought to do, if it be really behind the League of Nations, is to get rid of its own tariff wall. Then the position of the British Free Traders and League supporters will be strengthened. At present it is not an easy thing for a British citizen to argue that colonial preference—and the policy outlined by Mr. Chamberlain—is dead against the principle of the League of Nations, although that is obviously the case. To join the League of Nations, and simultaneously to embark upon a policy of Empire *contra mundum*, which is what Mr. Chamberlain's proposals involve, would appear to be a striking example of inconsistency. In the case of a country that has stubbornly clung to Free Trade for so many years, it almost invites the usual continental compliment about our supposed hypocrisy. It is not the people, of course, but the Government, and it will be an interesting show for us out here to watch what happens between these two that have not been made one. We know that this Government was put in power for quite other reasons. It has no mandate for "Tariff Reform," though that is not saying that it may not get one. It remains to be seen. It will be equally interesting to observe the behaviour of Mr. Lloyd George in this connection. "The State—that's me," is the present attitude of the gang in power, because they have had four years of practically unmurmuring acquiescence in all sorts of high-handed performances, which were all supposed to be a part of "winning the war"—the one thing on which we were all unanimous. Does *Punch* perhaps hint at the coming of the end of this pleasant arrangement, when he pictures "D.O.R.A." seated on the back of the Lion? "I'm getting a bit tired of this lady," says the British Lion. "After all, I *am* a lion, and not an ass." It is a very happy cartoon, which may fit the present Government's position just as well as "D.O.R.A." It is simply shocking how wide apart a democratic people and its Government can drift. The case of De Keyser's Royal Hotel v. The King shows what lengths such a Government can go to, when it feels like a beggar on horseback. The Court of Appeal has decided that there are limits to what even a Government can do, and that it may not take private property without payment. The Government can be immoral or mistaken; at its best it is always only a bunch of mortal men. The case is important as showing not only what a Government may not lawfully do, but what it most extraordinarily can try to do, when placed in circumstances tending to autocratic methods. It will go a long way to discredit Lord Hugh Cecil's idea of a "governing class", an idea already falling into disrepute. Mr. Chamberlain and company cannot realize this yet. "The ordinary elderly politician of every sect is almost incorrigible", says the *Observer*. "His mind was formed before the war. He is little better than the automaton of obsolete ideas and instincts. Not even Armageddon could change him." This is a two-edged argument, of course, and is sure to be used against the Free Trader as well as against the Tory Imperialist. Still, it cannot be considered so very pig-headed to suggest that before the country is committed to such a distinct reversal of policy, and plunged at the end of one sufficiently horrid war into a tariff war, it should be consulted. All the by-elections have indicated that the present Parliament was never intended to fill up the blank cheque in the way it is starting out to do. Even *The Times*, which will presumably support Mr. Chamberlain, says "the present House of Commons is less truly representative of the great forces that are working in the minds of the people than any House elected since the introduction of household suffrage." This is most certainly an unsafe time in which to burden the nation for the benefit of vested interests. Mr. Clynes, in the Reuter cablegram referred to, points out that the Dominions cannot benefit by a device to put money into the pockets of certain traders. Mr. Chamberlain, according to Reuter, seems to have avoided some of the old arguments. With wages already high, and being forced higher, it would sound odd now to hear them promising that while "Tariff Reform" may raise the cost of living it will also increase wages. With Mr. Lloyd George busy at Paris, his associates seem to have determined to rush things through on the lines they favour, and his famous wish that his tongue may cleave to the roof of his mouth if he goes back on any one of his principles looks in a fair way to be tested. They are, as our headline yesterday stated, "making hay while the sun shines." This is an excellent time to "wait and see" how long it shines. An eclipse is about due.

INCOME TAX.

The memorial by 200 members of the House of Commons, mentioned in a paragraph in a near-by column, will probably provoke a lot of argument at Home. On the one hand it is obvious that the anomaly complained of does obtrude itself, and furthermore it would only be consistent, in view of the Married Women's Property Act, of the Jackson decision, and of female suffrage, to treat the wife's income as separate. In domestic politics it mostly is, for very few husbands care to draw on their wife's money. The trick of lumping the two for taxation purposes should never have been played. So much in favour of the petition. On the other hand the Labour men are sure to point out that to grant the petition will be another piece of discrimination against their class, since it is rare for their wives to have any money of their own. Once it would have been retorted that they themselves have no taxable income, lucky dogs, and that they have therefore no say in the matter. But that is not the case now. Wages will most likely soon be taxed at the source, like dividends. Of course the old jape still holds good, that the more income tax a man has to pay, the more favoured among men is he.

POLICE RESERVISTS.

We have read very carefully the letter by "A Police Reservist" in this morning's *Daily Press*, and have to admit that we noticed one true statement in it. We therefore withdraw our suggestion that he seems to be a man who cannot tell the truth. We advise him to persevere, and he will find that it will come easier with practice. The true statement he makes in this letter is "I did not say that I did not know P.C. Guimaraes. I said I did not know his record." We find on a re-reading of his first letter that we have been guilty of the very same fault that we have lately been denouncing. It is a most provoking thing to misquote a man, and criticise what he never said, and we are amazed and ashamed to find that we have done that very thing. No doubt we needed this reminder of our fallibility. Being so inexcusably wrong in this detail (for which we unfeignedly apologise) we have to let our controversial opponent off, like Mr. Guimaraes, on a technicality. It is unlucky for the numerous readers who like that sort of thing, because it was a good scrap, and our opponent himself shaped like a good hitter. He says he has finished. So long as he does not pretend he has finished *us*, that's all right.

RACE PREJUDICE.

The "most unkindest cut of all" in our journalistic experience is for them to tell us, when we mention existing race prejudice in order to deplore it, that we have "introduced" it. Apparently, in the minds of those who find such references "dirty and unpleasant," a sore spot isn't there until you look at it. So long as the ostrich is permitted to keep his head buried in the sand of the desert of Dontmenchnit, there is nothing doing, and the only possible enemy is the one who makes him look. Philosophically (if metaphysics is philosophy) there is something to be said for it, and so far as the individual's selfish comfort is concerned, there is practical wisdom in the adage that what the eye doesn't see the heart doesn't grieve over. Those who know us well will go bail for the truth of this, that if there is one thing we are ever deeply sincere about, it is in our abhorrence of race prejudice. If there is one subject we have specially and exhaustively studied (even beyond the research of Professor Jean Finot) it is race prejudice. If there is one thing we have succeeded in eradicating from our own character (for we all start with it: it is an instinct) it is race prejudice. "Class distinction" and "race prejudice" are two different things, of course, but in three Crown Colonies we know fairly well, in the Far East generally, and in Hongkong in particular, they are commonly confounded. We have been informed that the Police Reserves were "formed into different companies according to race at their own desire." That desire may not have been due entirely to race prejudice, but we do not expect to be told it had nothing to do with it. In passing, let us remind the possible new reader that a controversy about the treatment of the Police Reserves has been going on for a considerable while, that the *China Mail* did not start it, and that early in the course of it the suggestion was made (not by the *China Mail*) that there was racial favouritism going on. This suggestion was openly made in letters to the Press. We were so far from introducing it that we actually managed to write comments on the public interest side of the subject without referring to that aspect of the Police Reserves' grievances. The increase of criminality, and the depleted strength of the regular police, compelled us to consider first the public needs. It is interesting to note that our carefully considered comments on that line did not attract so much attention as our subsequent efforts. When it was made clearly apparent to us that owing to the *morale* of the Reserves we could no longer reasonably expect efficient public service from them, we pointed out to the Government the advisability of demobilizing them as a body, and of retaining as volunteers those Police Reservists who have professed keenness to carry on. The Government didn't accept our advice, no doubt because it knew that the number of the latter would prove to be very small. However, having reached that stage, it was necessary to question the advantage of keeping on unwilling workers. It was open to us to marvel at the martinet methods of treating them when so kept on; and it seemed quite just to protest when events proved that there was real ground for the discontent. The progress of the *China Mail* method of treatment of the whole subject was logically inevitable and quite reasonable.

So now, impenitent and unashamed, we can go on to say that every letter we have seen in the public Press *against* the malcontents was inspired by race prejudice, and bore the easily recognizable stigmata of it. Not to mince matters, the majority of the open malcontents were of Portuguese race, and their critics were not. This wasn't fair. It bears out the original suggestion (not introduced by us) that there has been racial discrimination. It is almost stupid to take the trouble to say so in Hongkong, where no one doubts it. It isn't right, and we intend to say so every time the ugly thing crops up. It is a moral blot which we desire eyes to see and hearts to grieve over.

LOCAL AND GENERAL.

To-day's dollar is worth 3s. 6 7/16d.

The death took place at Paknam, Siam, on May 2, of the Prince Jaiya (Suriyong) from cholera. The late Prince was one of the younger sons of his late Majesty and was born in July 1884.

On the night of May 10, at Balik Papan, Java, two tanks were burnt off containing 2,500 tons of benzine and 200 tons of rough oil to a value of about six hundred thousand guilders. There were no personal accidents.

The total tin production of the F.M.S. in 1919 was 3,500 pikuls more than in 1918, an increase of about 8½ per cent. The product of the first quarter of this year was 8,088 pikuls more than the first quarter of last year.

The death occurred at Shanghai on May 16 at her residence, 54 Avenue Road, of Mrs. Loam, widow of the late Mr. W. B. Loam, of the I. M. Customs, and an old and esteemed resident of Shanghai. The deceased lady was 60 years of age.

It is of Dr. Gore, when Bishop of Birmingham, by the way, that this story is told: His appearance, as he was walking to a meeting in that city, greatly bewildered some small boys to whom the episcopal dress was quite new. "What's he!" exclaimed one boy in astonishment. "Oh, he must be a Scotchman in mourning," was the reply.

Two shop keepers were charged at the Mixed Court, Shanghai, on May 17, with unlawfully selling a book entitled "Liberty" containing certain matters detrimental to the Republic of China and tending to confuse the form of Government and to endanger the peace and good order of the country. The two accused were released on security of $1,000 each, and remanded for one week.

The new one and a half anna stamp, which was to be on sale at all post offices in India with effect from May 7, is a deep chocolate in colour and bears the same design of the King's head as does the half anna stamp. The post office intend as soon as possible to have booklets prepared containing sixteen stamps for sale at Rs. 1-8 each. The stamps have been prepared by Messrs. De la Rue and Co., and the supply has only just been received in India.

The fact that Sir Arthur Young, the Governor of the Straits Settlements, is the senior of any of the Governors of the Crown Colonies, and also that leave has not been possible during the recent war times, though the work and responsibility have been great, has earned his Excellency the right to retire, says the *L. and C. Express*. Speculation, as to his successor has been rife for some time, and the name most frequently mentioned is Sir Hugh Clifford. In returning to British Malaya Sir Hugh would be resuming in a quarter with which he is intimately acquainted.

LOCAL AND GENERAL.

To-day's return shows eight cases of plague and one of enteric fever.

The *Neuralia* still has a six inch gun mounted aft. This is being removed in the Dockyard before her departure.

Latest shipping arrivals include *Takchee, Sunning, Taming, Providence, Chopi Maru, Loongsang, Kumakuto Maru*, and Tungshing.

Forthcoming marriages announced include Sergeant A. Gillard, of R. A. Headquarters Hongkong, to Miss Laura Gittens, of Hongkong.

A Chinese arrested on board the *Heungshan* was fined $200 this morning, by Magistrate Hutchison for illicit possession of three taels of opium.

French Government plans are announced for a great tide harbour at Algiers able to take the largest steamers, thus doubling the importance of the port.

Mr. H. J. Brett, the Commercial Secretary to H. M. Legation, Peking, is leaving Hongkong on a visit to Wuchow and Nanning, and expects to be absent about three weeks.

Government servants are drifting back one or two at a time. Another to resume his post, on the staff of the Kowloon-Canton Railway, is Mr. W. G. Clarke who came back on the *Idomeneus*.

A soldier was charged with stealing a 20 chambered revolver, at North London recently. It was said to be of a very rare type, and was a wedding present, belonging to a widowed Frenchwoman.

The *Empress of Asia* has left the wharf and is anchored in harbour. She is to go into the hands of the Kowloon Dock Company for annual overhaul, and is scheduled to depart on her next trip on June 12.

Mr. D. W. Tratman, head of the Imports and Exports Department, goes on long leave by the *Mentor* on Saturday. Commander C. W. Beckwith, Assistant Harbour Master, is taking up the duties of Mr. Tratman.

The British *Dacre Hill*, under her German alias of *Marie*, is still in the care of the Dutch authorities at Tandjong Priok. During 1916 she successfully ran the British blockade, landed her cargo of munitions in East Africa, and then took refuge in Dutch waters.

Sir Archibald Bodkin, Colonel de Wattville, and Lieutenant-Colonel A. H. W. E. Wynn have been appointed members of the Committee of Inquiry into Breaches of the Laws of War, and Major A. R. Boyle, M.C., as a member of the Sub-Committee for Offences in the Air.

A correspondent writes to the *Times of Malaya* suggesting that no European should be allowed to eat rice. There is a great waste at the present time, especially in hotels, he says where curry forms part of the daily menu. Animals, such as dogs, birds, fowls, etc., should be fed on anything but rice.

The Admiralty announce that the rank of Captain, R.N.V.R., has been established permanently. The number of Captains of the R.N.V.R. is limited to six, one for each division. Promotion is to be by selection, and the qualifications are four years' service as Commander or Acting Commander. Captains must have reached the age of 40. The rank was temporarily created during the war.

A recent London message says:—It is possible that there will be a tobacco war. An American syndicate is making a big effort to break the tobacco "combine" in Britain, and is being assisted by the fact that the British tobacco making machinery, which was purchased largely in America, became so dilapidated during the period of the war that the output of tobacco was reduced considerably. The American syndicate also holds large Virginia leaf markets. The Imperial Tobacco Company's profit for the year was £3,325,266.

The following memorial, signed by over 200 members of all parties in the House of Commons, was presented to Mr. Bonar Law on March 27:—We desire seriously to urge upon the Government that the income of husband and wife should be treated as separate for purposes of income tax, and that the necessary legislation should be introduced as part of this year's budget, so as to remove the penalty tax on legal marriage which the Government has recently admitted to be an intolerable anomaly.

NOW IS THE TIME.

FOR rheumatism you will find nothing better than Chamberlain's Pain Balm. Now is the time to get rid of it. Try this liniment and see how quickly it will relieve the pain and soreness. For sale By All Chemists and Storekeepers.

HABEAS CORPUS.

Before the Chief Justice (Sir William Rees-Davies, K.C.) in the Supreme Court this morning, the Hon. Mr. C. G. Alabaster (instructed by Mr. J. H. Gardiner), made an application for a rule *nisi* in a *habeas corpus* appeal brought by one Cheung Ping On *alias* Cheung Lo, a fugitive prisoner committed to the Victoria Gaol on May 14 to await the further order of H.E. the Governor, praying to be released from such detention.

The facts of the case as set forth in the affidavit filed by Mr. Gardiner shows that the said Cheung Ping On *alias* Cheung Lo was arrested in this Colony on April 1 last together with two others, Cheung Shun Wong and Wong Chi Lan, on charges of armed robbery and kidnapping at the Lai Ngok village Sun Wui district in the province of Kwongtung on November 13 last. A latter of requisition was on April 19 despatched by the Civil Governor of Kwongtung Province to H.B.M. Consul-General at Canton asking for the surrender of the above mentioned fugitive, Cheung Ping On *alias* Cheung Lo and the other two men to the Chinese authorities after their trial on the charges of armed robbery and kidnapping. The three men were brought before Magistrate Lindsell at the Police Court on May 12 and 13, when after hearing the evidence the Magistrate discharged Chcung Shun Wong and Wong Chi Lap and committed Cheung Ping On *alias* Cheung Lo to the Victoria Gaol to await further orders from H.E. the Governor. On the said May 13, continued the affidavit, the Magistrate after prisoner had been committed, it would appear, revoked the said criminal order, as later on the same day, Mr. Gardiner was notified that he was required to attend the Police Court on the following day, May 14. Mr. Gardiner attended as required, and was informed by the Assistant Crown Solicitor, Mr. Leo Longinotto, that he was presenting to Mr. Lindsell a number of charges which he had framed against the accused. When these charges had been interpreted to the prisoner, he pleaded "not guilty" and no evidence was tendered in support of the charges.

The prisoner now asked for this discharge on the following grounds:

(*a*) That under the Chinese Extradition Ordinance of 1889, provision is only made for the examination and surrender on one extradition crime whereas in the present case, there were several charges on which he was examined and committed.

(*b*) That he was committed on charges in support of which, though he had pleaded "not guilty," no evidence whatever was adduced.

The charges preferred against the prisoner by the Crown were:

1, Armed robbery and theft from one Au Wui, in the Lai Ngok village, of a gold chain and a silver watch valued at $18.

2. Taking away the said Au Wui for ransom.

3, Taking away one Leung Kam, also of Lai Ngok village, for ransom,

4, Taking away one Au Sai Cheuk for ransom.

His Lordship, made the order for a rule *nisi*.

H.K. HORTICULTURAL SOCIETY.

The annual meeting of members is fixed for June 5. The report for the year ending March 31 is the 14th, and mentions that the attendance at the last flower show was disappointing, and due to the miserable weather. This was unfortunate, because the show cost more than usual, and the financial result was a great reduction of the credit balance. Mr. H. W. Looker came to the rescue by contributing $100 in exchange for a life membership. The entries were substantially more numerous, and the show can "rank not far behind the best the Society has held." Sales fetched $784.50 which was divided between St. Dunstan's Home for Blinded Soldiers and the H.K. Benevolent Society.

HONGKONG GYMKHANA CLUB.

The following are some of the times taken this morning on a heavy course. There are a few new ponies from Shanghai and given fine weather we should have a good meeting on 7th June.

Gentle ¾ mile 41, 1.16.2, 1.49.

Morning Star ¾ mile 37, 1.12.2, 1.46.2.

Dalesman ¾ mile 36.3, 1.13.3, 1.49.4.

Meymoon ¾ mile 45.1, 1.21.4 1.53.4.

Vivat ¾ mile 35.4, 1.12, 1.47.1.

Red Ensign 1 mile 1.10.4, 1.47. 2.20.

Paper Money, Lord Lorne 1 mile 37.1, 1.33.3, 1.50.1, 2.23.2.

Alexander 1 mile 36.4 1.15, 1.51. 2.25.

QUEEN'S ROAD ARMED ROBBERY.

Two Chinese were remanded this morning, for a week in connection with the recent armed robbery in Queen's Road Central.

ARMED MEN ARRESTED.

SMART DETECTIVE WORK.

The police made quite a haul yesterday afternoon when they effected the arrest of six armed Chinese near the Wellington Barracks. This story has not yet been officially confirmed, but according to the information the *China Mail* got from an eye-witness of the capture, two European and three Chinese detectives in plain clothes were to all intents and purposes having a quiet afternoon drive in rickshas, when, apparently acting on a prearranged plan, as the result of a certain information received, they suddenly stopped their vehicles when opposite the barracks and getting on the footpath, they accosted six Chinese who were walking in the direction of Wanchai. The detectives were armed with revolvers and with these on view suggested surrender. The Chinese refused to admit that their game was up, and started a struggle. One of the desperadoes, it is stated, tried to draw a weapon from his waistband, but one of the European detectives who had expected some such move, quickly closed with his man and by means of a jujitsu trick laid the man flat on the ground and relieved him of a revolver and two ugly looking knives. Another of the bad men who showed fight was also grounded, but fought on so obstinately that it was not until one of the Chinese detectives dealt him a blow on the nose with the butt of his pistol that he gave up his attempt to make a bid for freedom. All this was enacted within the space of a brief five minutes, and the crowd which had gathered, as they always will, soon had the satisfaction of seeing the police having the upper hand, and the six men who had put up such a resolute resistance, were handcuffed together and marched off in the direction of No. 2 Police Station. It is believed that these men, had they not been prevented by the police in time, were bent on a robbery in Wanchai that evening, as several owners of jewellery shops in that district had been threatened.

The men will be brought before the Magistrate in due course.

AN IRRESISTIBLE TEMPTATION.

This little parody in the *Daily Press* is so delicious that we could not resist the temptation to steal it:

TO A P.C. (R).

(With Apologies to W. E. Henley.)

Out of the notoriety
Enshrining me and Th-m-s H—gh
I thank whatever gods there be
For my inimitable bluff.

In the fell grip of punishment
I have not blenched nor cried aloud;
Under the *Mail's* advertisement
My head is swollen, but unbowed.

It matters not how fierce the hate,
How charged my scroll with idleness—
I am the hero of my mate:
I am the idol of my Press.

D.S.O.

HONGKONG THEATRE.

The magnificent film "Princess of Blood," in four parts, in which the famous actress Miss Barbara Conrad takes the leading role as Princess Stephanie, will be screened to-night in the above theatre. This splendid film is from the United Kingdom Exhibition rights controlled by Moss' Empires Ltd. of London and the play written by the celebrated author James L. Pollitt. The characters are mostly composed of nobilities, the sceneries very grand and the acting on the whole very attractive. One should not miss to appreciate such a beautiful picture that has been reputed as one of the best among Cinema circles. Again, another splendid story of a Mother's Sacrifice, entitled "The Love that lives," featuring the emotional actress Pauline Frederick will appear on the screen next Saturday the 31st inst. in 5 parts. This play was written by Scudder Middleton, the various splendid incidents therein and the real mother's face shines, transfigured by a great happiness, when she realizes that her sacrifice has not been in vain. In fact, the whole tableau of the fine picture invites every one to see it. This show will only last three *nights, consequently book early their* seats.

THINGS WHICH ARE EQUAL TO THE SAME THINGS.

The interpreter told me that it is *macaroni* but it is marked *noodles*' observed a Police sergeant to Mr. Lindsell, when a man was charged with the larceny of "noodles."

His Worship:—Oh, that's the same thing. It is all made of powder.

THE SANITARY BOARD.

THE CHILD LABOUR QUESTION.

A FACTORY LEGISLATION NEEDED.

A meeting of the Hongkong Sanitary Board was held yesterday afternoon, Dr. A. Gibson presiding and there were also present the Hon. Mr. W. Chatham, C.M.G., the Hon. Mr. F. J. G. Alabaster, O.B.E., Mr. F. B. L. Bowley, Lieut.-Col. Crisp, Dr. F. M. Gaça Ozorio, Mr. Chan Kai-ming, Mr. S. W. Tso, Mrs. A. D. Hickling (M.O.H.) and Mr. W. H. Woodley (Secretary).

The Chairman moved that the report of the sub-committee on the limitation of the ages and hours for employment of children and the prevention of overcrowding in factories be laid on the table. He informed the meeting that the report, which had been circulated, was practically embodied in the motions which Mr. Bowley was about to move.

The motion was seconded by Mr. Alabaster and carried unanimously.

THE SUB-COMMITTEE'S REPORT.

The following is the sub-committee's report on the question of the limitation of ages and hours for the employment of children, and the prevention of overcrowding in factories:—

(1.) The Committee have held several meetings and have considered a number of returns made by the District Inspectors relating to factories and workshops in their districts.

EMPLOYMENT OF CHILDREN.

(2.) The Committee consider that, in the absence of any system of compulsory and universal elementary education, it is impracticable to prohibit the employment of children of any age.

(3.) The Committee recommend that, in the interests of the public health, the Government be requested to amend Section 16 of the Public Health and Buildings Ordinance so as to empower the Board to make by-laws prohibiting the employment of children under the age of 14 in any factory or workshop for more than 10 hours (excluding meal times) in any one day, except with the special permission of the Board, and prohibiting the employment of children under the age of 13 in any occupation likely to be injurious to his or her life, limb or health, regard being had to his or her physical condition.

OVERCROWDING IN FACTORIES.

(4.) The Board has power under Section 16 (13) of the Public Health and Buildings Ordinance to make by-laws for the prevention of overcrowding in any premises, an expression which includes any factory or workshop, and under Sections 13 and 163 of the Ordinance the Board has power to require adequate ventilation, cleanliness, and latrine accommodation in factories and workshops.

(5.)—No definition exists as to what constitutes overcrowding in factories and workshops, and the Committee consider it desirable that a definition should be framed for the guidance of the proprietors of the factories, etc., and of the officers of the department.

(6.)—The Committee consider that the regulation in force in England should be introduced into the Colony; this requires 250 cubic feet of air space for each *employé* in the daytime, and 400 cubic feet during overtime.

(7.)—The Committee therefore recommend that the following by-laws should be passed:—

PROPOSED BY-LAWS.

That the following additional By-law be made under Sub-Section 13 of Section 16 of the Public Health and Buildings Ordinance, 1903:

(1.)—A factory or a workshop shall be deemed to be so overcrowded as to be dangerous or injurious to the health of the persons employed therein if the number of cubic feet of space in the factory or workshop, or in any room or subdivision of the factory or workshop, bears to the number of persons employed at one time in such factory or workshop, or in such room or subdivision respectively, a proportion less than 250 cubic feet, or during any period of overtime after 6 p.m. 400 cubic feet of space to every person.

(2.)—The Board shall cause to be affixed in every factory and workshop a notice in English and Chinese specifying the number of persons who may be employed in each room or subdivision of the factory or workshop by virtue of the preceding by-law.

(3.)—This by-law is adapted from Section 3 (1) of the Factory and Workshop Act 1901 (United Kingdom) with a reference to rooms or subdivisions inserted to make the regulation suitable to local conditions.

MR. BOWLEY'S MOTION.

Mr. Bowley: We are told that the Peace Treaty now under discussion between the Allies and the Enemy is designed not only to set forth the terms of peace with Germany but to establish those international arrangements which the Allies have devised for the prevention of wars in the future and for the betterment of mankind. For the latter reason the League of Nations and the International Labour Congention are included in the Treaty. Both in the League and in the Convention the subject of the employment of women and children takes a very prominent position.

Article XX of the League reads:—"The high contracting parties will endeavour to secure and maintain fair and humane conditions of labour for men, women, and children, both in their own countries and in all countries to which their commercial and industrial relations extend; and to that end agree to establish as part of the organization of the League a permanent bureau of labour."

Appended to the section of the Treaty containing the Labour Convention is the affirmation by the high contracting parties of the method and principles for regulating labour conditions, which all industrial communities should endeavour to apply so far as their special circumstances permit.

Amongst these are that labour should not be regarded merely as a commodity or article of commerce; the right of association for all lawful purposes for the employer as well as for the employed; the payment to the employed of a wage implying a reasonable standard of life as understood in their time and country; the adoption of an eight-hours' day and a forty-eight-hours' week where it has not already been attained; the adoption of a weekly rest of at least 24 hours including Sunday, where practicable; the abolition of child labour and the limitation of labour of the young so as to permit the continuance of their education and proper physical development; the principle of equal pay for men and women for equal work; any legal standard for conditions of labour to have regard in each country to the equitable and economic treatment of all workers resident therein; the provision by each State of a system for the protection of the employed, in which women should take a part.

Further, a protocol attached to the Convention provides that the first meeting shall be at Washington in the present year, and sets up an International Organising Committee for that purpose.

The protocol also contains the agenda for the first meeting, which include the question of unemployment, and the employment of women and children, especially in dangerous trades.

It will be noticed that the subjects which we are discussing to-day are actually included in the agenda of the first meeting of the Labour Convention to be held at Washington this year.

Now these are not matters which concern Europe and America only; they concern the whole world, and, in particular, they concern Hongkong as a part of the British Empire, and our neighbouring Allies, China and Japan, both of whom are included amongst the High Contracting Parties, who have accepted the League and the Convention.

We may expect, then, that very shortly the whole question of the conditions of the employment of women and children in Hongkong, China and Japan will be discussed, and it is to be hoped settled in accordance with those fair and humane principles which are the ideal of the civilised nations of the world represented at the Conference of Paris.

If Hongkong, China and Japan are to be included in the comity of nations on equal terms it behoves us and our neighbours to consider these questions very carefully.

Now we know that in Hongkong at least there is practically no legislation of the kind generally known as Factory Legislation such as has been gradually developed and enforced in England during the last 80 years. The reason may be that Hongkong until recently has not been much of a manufacturing centre, but of late years many new manufacturing interests have been started, and such enterprises are increasing rapidly. I submit, therefore, that the time has come when some, at least, of the most elementary principles of the Factory Acts should be introduced into this Colony.

The two motions before the Board this afternoon, both of which have become approved by the Committee whose report has just been laid on the table, are small steps in the desired direction.

For the last fifty years Factory legislation in England has been so intermingled with the Education laws that it is difficult to apply its provisions to this Colony, where there is no compulsory system of education. Education here is purely voluntary, and the school accommodation is probably very far short of the juvenile population of the Colony, whilst many of the parents are too poor to afford even the smallest school fees.

But this Board has nothing to do with education; we can only deal with matters affecting the public health, and for this reason the Committee have come to the conclusion that it is impracticable, under existing conditions, to *prohibit* the employment of children even of the tenderest age. In the absence of schools the child must accompany its parent, and so long as the labour is not excessive it is probably better for the child's health to be employed at light tasks than to be playing in the gutter.

The criminal law contains provisions for the punishment of parents and masters and mistresses who ill-treat or neglect their children or child servants, and that is as far as we can go at present.

But when we come to factories and workshops in which children are employed we can at least say that they shall not, unless under special circumstances and with the permission of the Board, be employed overtime, after 6 p.m. Such employment must be injurious to the health of the child, who would certainly be better in bed than working by artificial light in stuffy rooms.

The returns which have been obtained from all the districts in Victoria show that the usual hours at factories where women and children are employed are 9½ or 10 hours per day (excluding meal times), and that most of the factories knock off work at or before 6 p.m.

The first part of the resolution on this subject will not, therefore, interfere to any appreciable extent with the better-managed factories and workshops, and its moderation and reasonableness are such that I feel sure it will commend itself to every fair-minded person.

The fixing of the *age-limit* at 14 is the result of a compromise. In England ten hours is the limit for women and children of any age, and I should have preferred to fix the age-limit much higher, but the Chinese members of the Committee thought otherwise, and for the sake of unanimity I accepted the age proposed by them.

The *time limit* of 10 hours a day is that now in force in England for women and children, with this important difference that in England there is no work on Saturday afternoon or Sunday, so that the week's work is 55 hours only. In Hongkong, I understand, there are two whole holidays in factories every lunar month so that the weekly average becomes 65 against 55 in England.

When the Labour Convention comes into force, no doubt the weekly average will be reduced to 48 hours or less, and the age and sex limits will be removed, but that is no reason why we should delay taking this first step in the right direction. It is suggested that the Sanitary Board should be entrusted with this work, because the Board already controls the sanitary arrangements, cleanliness and ventilation of factories and workshops, and there is no other department with the necessary staff.

The second part of the first resolution adopts a provision of the Children's Act, 1903, with the variation that the age-limit proposed is 13, instead of 14 as in England. This change was made at the instance of the Chinese members of the Committee who represented that Chinese children develop more rapidly than Europeans. I cannot conceive that anyone can object to forbidding the employment of children under 13 in any occupation likely to be injurious to their lives, limbs or health. I therefore trust that the Board will adopt this resolution as it stands.

"That in the interests of the public health of the Colony the Government be requested to amend section 16 of the Public Health and Buildings Ordinance so as to empower the Sanitary Board to make By-laws (subject to the approval of the Legislative Council) prohibiting the employment of children under the age of 14 in any factory or workshop for more than 10 hours (excluding meal-times) in any one day, except with the special permission of the Board, and prohibiting the employment of children and young persons under the age of 18 in any occupation likely to be injurious to his or her life, limb or health, regard being had to his or her physical condition."

Hon. Mr. Alabaster in seconding Mr. Bowley's motion said the subject was mooted some two months ago and he considered that an enquiry into local conditions was a necessary prelude to the introduction of legislation on English principles. That enquiry has since been undertaken by a fully qualified Committee and its report has been unanimously adopted.

The Chairman said that the resolution was one with which all were in sympathy, but at the same time they must consider how such legislation could best be administered. He felt that there would be great difficulty attached to it. It would be rather a burden on the Sanitary Department, more especially on the Inspectors of the Department. To begin with, the age under which a child should be prohibited from working was given as 13 years. It was very difficult to tell the age of a Chinese child. He had some experience in the matter. Again, the Sanitary Inspectors would find it difficult to state what was most likely to be injurious to a child. Unless they had properly qualified factory inspectors, practically medical men, or, as the case might be, women, it would be a very difficult task indeed. Another point mentioned by Mr. Bowley was whether the condition of the child in question was going to be improved by taking it away from its employment. At present there was a chance of the child helping its father or mother and if this legislation came into force that help would be lost. They had all seen small children struggling up the Peak with loads of bricks. That certainly was not a sight they would like to see but when they considered the alternative—that the child would be left at home doing nothing at all while its parents were working, and probably at the end of the day that it would have less to eat as a result of not doing any work, it certainly did not seem that they would be improving the condition of the children, or doing them any good, by prohibiting their employment until they had passed the age of 13. It was perfectly true that the Colony had not sufficient schools, but that was not a matter for the Sanitary Department. There were not sufficient schools to house the children and educate them. As a result the children of the poorest families would have to be left at home while their parents went out to work. In Bridges Street and round that particular neighbourhood there were a number of houses which seemed to be set apart for women who looked after small children, from eighteen months of age to between 3, 4, and 5 years, while their parents were occupied. These houses were kept by old women, who were invalids. The older children would not willingly remain under the charge of an old woman and they would naturally wander about the streets, and run the risk of getting killed or of meeting with some accident. He thought, therefore, that no much good would be done by prohibiting children under the age of 13 from being employed. He admitted that the age was very young, but there were several difficulties in the way of effective administration of such legislation. For instance carrying a big pail of water up a staircase would be injurious to a child. In such a case a Sanitary Inspector, under the proposed Ordinance, would find it difficult to ascertain whether the child was helping its mother, or whether it had been employed by somebody else to do that work. He moved that the last clause in Mr. Bowley's resolution be deleted. It was not due to his lack of sympathy with the object of the resolution, but simply because there would be many difficulties in the way of it being carried out.

Mr. Chatham suggested that perhaps Mr. Bowley would accede to the amendment. If Mr. Bowley refused to accept it, he would second the Chairman's amendment.

Mr. Bowley stated that he sympathised with the Chairman's suggestion but he failed to understand how the Sanitary Inspectors would have a burden on their shoulders. There was no reason whatever why the staff of Sanitary Inspectors should not be increased so as to be able to cope with the work. If the work had to be done, they should get sufficient Inspectors to do it. It was easy enough to obtain men to do the work and the Colony was well able to afford it. The suggestion, therefore, on that ground could not be accepted as having much weight. As regards the difficulty of ascertaining the age of a child, no doubt his seconder would support him when he said that it was quite possible to change the legislation and by-laws by introducing provisions that a Magistrate or some responsible person might estimate a child's age. If a Magistrate deemed that a child was of a certain age it would meet the case. He rather thought that the President misconceived the object of the second part of the resolution. Perhaps it

(Continued on Page 8.)

TO-DAY'S ADVERTISEMENTS.

BOARD AND RESIDENCE.

BOARD and RESIDENCE, offered in CHUNG CHAN for Summer months. Apply Box 1126 c/o "CHINA MAIL" Office.

G. R.

PUBLIC AUCTIONS.

THE Undersigned have received instructions from H. M. NAVAL STORE OFFICER, to sell by Public Auction, on

MONDAY,

June 2, 1919, commencing at 10 a.m., at H. M. NAVAL YARD, Hongkong.

Old and Surplus Naval Stores,

Comprising:—

2 Steam Winches, Steel Plate and Armour, Old Iron, Masts, Casks Wood, Hawsers Steel Wire, Crates Wood and Firewood, &c.

Terms of Sale:—As detailed in Catalogue.

HUGHES & HOUGH,
By Appointment Auctioneers to the Admiralty.

Hongkong, May 28, 1919.

THE Undersigned have received instructions to sell by Public Auction

(For Account of the Concerned), on

SATURDAY,

May 31, 1919, at 10.30 a.m., at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,

One Motor Cycle and Side Car,

(Wolf—S. A. P. Engine.) in good running order.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, May 28, 1919.

TO-DAY'S ADVERTISEMENTS.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED), on

WEDNESDAY,

June 4, 1919, at 2.30 p.m., at The Army Service Corps Boat Shed—A. S. C. Pier,

A number of bags of Parched Gram, Parched rice, dried ginger concentrated soup and mutton essence

And

5 x 6 gallon casks Lime juice.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, May 28, 1919.

(For Account of the Concerned), on

THURSDAY,

June 5, 1919, commencing at 2.30 p.m., at their Sales Rooms, No. 8, DES VŒUX ROAD, Corner of Ice House Street,

A QUANTITY OF

USEFUL HOUSEHOLD LINENS, DRAWN WORK, & EMBROIDERIES,

Comprising:—

HOUSEHOLD LINENS:—Single and Double Plain and Hemstitched Sheets, Pillow Cases, Double White Satin Quilts, Linen Damask Serviettes, Glass Cloths, Bath Towels, Face Towels, &c., &c.

DRAWNWORK:—Bedspreads, Pillow Cases, Tray Cloths, &c., &c.

EMBROIDERIES:—Bedspreads, Table Covers, Tea Cloths, Runners 18 by 54 in.

Also

A few lots of Suit Cases and Attache Cases.

(All new goods and small lots to suit purchasers).

(Full Particulars from Catalogue).

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, May 28, 1919.

(For Account of the Concerned), ON

THURSDAY,

June 5, 1919, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,

A LARGE ASSORTMENT OF

TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND BRASS-MOUNTED DOUBLE AND TWIN BEDSTEADS, CURTAINS, CARPETS, &c., &c.,

Comprising:—

Chesterfield Sofas, Arm-chairs (new), Folding Card and Occasional Tables, One Upholstered Suite, Bedroom Furniture, comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables, Washstands, &c., (fumed Teakwood), Sideboards, Dinner Waggons, Extension Dining Tables and Chairs, &c., Dinner Services, Crockery, and good Glass Ware, Cooking Stoves, Cutlery, &c. Bath Room Utensils, Electro-Plated Ware,

Electric Reading Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Blackwood Fire Screen, Side Tables, Chairs, Cabinets, Pictures & Oil Paintings, Several Carpets new and second-hand.

Also

Harmsworth's Encyclopædia 10 Vols. Collard & Collard Piano (good tone), and Croquet Set, &c.

(Full Particulars from Catalogue).

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, May 28, 1919.

NOTICE TO CONSIGNEES.

From NEW YORK VIA PANAMA CANAL & SINGAPORE.

THE Steamship

"TJITAROEM,"

having arrived, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

Goods not cleared by June 4, 1919, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on June 3, at 9.30 a.m.

Claims against the steamer must be presented within 14 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected.

This steamer brings on cargo from New York originally intended for shipment per S.S. "KAZEMBE."

Bills of Lading will be countersigned by

THE BANK LINE, LIMITED.
Agents.

Hongkong, May 28, 1919.

NOTICES.

Gets 'em up in the morning!

THERE'RE no lazy young laggards when they know that one of the following CEREALS are on the morning bill-of-fare. It's a bright-and-early rush out of bed and a pell-mell race to the breakfast table—double quick!

YELLOW CORNMEAL in 2 lbs. tin 45 cts.
HOMINY GRITS in 2 lbs. tin 45 cts.
CRACKED WHEAT in 2 lbs. tin 45 cts.
FARINA (pure wheat), in 2 lbs. tin 45 cts.
PUFFED WHEAT per tin 50 cts.
PUFFED RICE per tin 50 cts.
GRAPE NUTS per tin 30 cts.
ROLLED OATS per pkt. 45 cts.

AND

RALSTON'S Select BRAN
Specially recommended for constipation.
30 cts. per pkt.

RALSTON'S select BRAN is always effective, for instead of tearing down, it builds up, because it is a food, not a drug.

LANE, CRAWFORD & CO.

NEW MUSIC

"A LITTLE BIT MORE"
"POOR BUTTERFLY"
"JUST A BABY'S PRAYER"
"HAWAIIAN BUTTERFLY"
"SMILES"

ETC., ETC.

THE ANDERSON MUSIC COY.
15, DES VŒUX ROAD. TEL. 1323.

YALE & TOWNE HARDWARE

YALE

PADLOCKS, CABINET LOCKS,
DOOR CLOSERS,
Etc., Etc.

SOLD EVERYWHERE.

For Constipation, Liver Disorders and Bilious Complaints

AQUAPERIA.

Relieves GOUT and RHEUMATISM and prevents INDIGESTION.

A BRITISH APERIENT MINERAL WATER.

BOTTLED AT HARROGATE SPRING, ENGLAND.

FOR SALE AT THE COLONIAL DISPENSARY.
14, Queen's Road, Central. Telephone No. 1877

BURGOYNES Pty., Ltd.

SPECIALLY SELECTED BURGUNDY.

WINE GROWERS TO H. M. THE KING.

Note the Great Reduction in Price:

Burgundy Reserve per case 1 doz. Quarts duty paid $20.
" " " 2 doz. Pints " $21.

SOLE AGENTS:

GANDE, PRICE & CO LTD
WINE MERCHANTS,
Tel. No. 133. 6, QUEEN'S ROAD CENTRAL.

SHIPPING

P. & O.-BRITISH INDIA & APCAR LINES

(COMPANIES Incorporated in ENGLAND)
TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.
SAILINGS FOR
MARSEILLES & LONDON.
VIA STRAITS, COLOMBO AND PORT SAID.

H.M.T.	leave Hongkong about	Due Marseilles about	Due London about
"NEURALIA"	29th May at 3 p.m.	30th June	8th July
"NUYARA"	7th August	9th Sept.	18th Sept.

FOR BOMBAY VIA STRAITS AND COLOMBO.

		due Bombay about

FOR CALCUTTA VIA STRAITS AND RANGOON.

"ARRATOON APCAR"	Early June	Due Calcutta June.

FOR SHANGHAI AND KOBE.

Wireless on all steamers.
For PASSAGE RATES, HAND-BOOKS FREIGHTS, &c. apply to:—
MACKINNON, MACKENZIE & CO.,
Des Voeux Road Central, HONGKONG. Agents.

OCEAN TRANSPORT CO., LTD.
(TAIYO KAIUN KAISHA).

FOR VANCOUVER AND SEATTLE.

Space and Particulars apply to DODWELL & CO., LTD., *Agents*,

S.S. "EGREMONT CASTLE"

Will be despatched for NEW YORK via Suez on or about 26th June.

For freight and further particulars apply to

DODWELL & CO., LIMITED,
AGENTS.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINE
Sailings from Hongkong.
For freight & further particulars apply to DODWELL & CO., LTD. *Agents.*

THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers Between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

For JAVA PORTS.
BANRI MARU on 12th June.
BORNEO MARU on 15th July.
HOKUTO MARU on 27th July.

For JAPAN PORTS.
BORNEO MARU on 11th June.
HOKUTO MARU on 21st June.
HOJUN MARU on 4th July.
BANRI MARU on 26th July.
BORNEO MARU on 28th Aug.
HOKUTO MARU on 9th Sept.

For Freight or Passage apply to DODWELL & CO., LD., *Agents.*

O. S. K.



OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP... Monthly direct service via Singapore and Port Said.
AMUR MARU Sunday, 1st June.
*ANDES MARU Tuesday, 10th June.
*Call Marseilles.

GENOA & BOMBAY { Monthly service, taking cargo on through Bills of Lading with transhipment at Bombay to Company's steamers.
KASADO MARU Thursday, 12th June.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN via SINGAPORE.
HAWAII MARU Sunday, 15th June.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.
KASADO MARU Thursday, 12th June.

SAIGON, BANGKOK, SINGAPORE—Regular monthly service.
UNNAN MARU Sunday, 1st June.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N.Z., and ADELAIDE.
NANKING MARU Sunday, 1st June.

VICTORIA, VANCOUVER, SEATTLE, TACOMA.
Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago, Milwaukee and St. Paul Railway.
CANADA MARU Saturday, 7th June.

HAIPHONG—Three times a month service.
DAITOKU MARU Monday, 2nd June.

JAPAN PORTS.—MOJI, KOBE, YOKKAICHI & YOKOHAMA.

KEELUNG, TAKAO VIA SWATOW, AMOY.
These steamers have excellent accommodation for 1st and 2nd class Saloon Passengers and will arrive and depart from the O.S.K. WHARF, near the Harbour Office.
For TAKAO via SWATOW and AMOY.
SOSHU MARU Thursday, 5th June, at 9 a.m.
For KEELUNG via SWATOW and AMOY.
KAIJO MARU Sunday, 1st June, at 10 a.m.
For sailing dates and further particulars please apply to—
Y. YASUDA, *Manager.*
Tel. No. 744 & 745. No. 1, Queen's Building.

TO THOSE GOING AWAY

Keep in touch with local happenings by subscribing to
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All the News of Hongkong and the Far East.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMER	TO SAIL
SWATOW & SINGAPORE	CHINGTU	May 29, at Noon.
SHANGHAI	SUNNING	May 29, at Noon.
SHANGHAI & TSINGTAO	KWANGSE	June 1, Daylight.
SWATOW & BANGKOK	LIANGCHOW	June 3, at Noon.
MANILA, CEBU & ILOILO	TAMING	June 3, at 3 p.m.
SHANGHAI	SUIYANG	June 5, at Noon.
SHANGHAI & TSINGTAO	CHENAN	June 6, Daylight.

SHANGHAI LINE.—PASSENGERS, MAIL and CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Taingtao (weekly), taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.
BANGKOK LINE.—Weekly service to and from Bangkok via Swatow.
For Freight or Passage apply to—
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INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

For	Steamer	To Sail
MANILA	LOONGSANG FRIDAY,	May 30, at 3 p.m.
SHANGHAI	KWONGSANG ... SUNDAY,	June 1, Daylight.
TIENTSIN	CHIPSHING TUESDAY,	June 3, Daylight.
SHANGHAI	CHOYSANG TUESDAY,	June 3, Daylight.
STRAITS & CALCUTTA	FOOKSANG TUESDAY,	June 3, at 3 p.m.
MANILA	YUENSANG FRIDAY,	June 6, at 3 p.m.
KOBE	KWAISANG SATURDAY,	June 7, at 5 p.m.

CALCUTTA LINE:—This line is now being re-organised and will shortly afford frequent and regular sailings to Calcutta via Singapore and Penang.
Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.
SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.
Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtsze Ports via Shanghai. Through Bs/Lading are issued to all Northern and Yangtsze Ports.
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HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hollow when inducement offers.
BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.
Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Labad Datu.
TIENTSIN LINE:—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.
Under Straits Government Passport Regulations, All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.
For Freight or Passage, apply to
Tel. No. 215. THE GENERAL MANAGERS
JARDINE, MATHESON & Co., Ltd.,

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

The following U.S. Shipping Board Steamers will be despatched for
SEATTLE, TACOMA, VICTORIA, VANCOUVER.
"WESTERN KNIGHT" About June 15th.
"WEST HEMATITE" About Aug. 10th.

For PORTLAND Direct.
"WEST MUNHAM" About June 25th.
"WEST CELINA" About Aug. 15th.
Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:
THE ADMIRAL LINE,
JOHN J. GORMAN, GENERAL AGENT.
Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN and HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers	Tons	Leave Hongkong.
SIBERIA MARU	20,000	24th May from Yokohama.
PERSIA MARU	9,000	18th June.
KOREA MARU	20,000	26th June.
NIPPON MARU	11,000	7th July.
TENYO MARU	21,000	21st July.
SHINYO MARU	21,000	13th August.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO Via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA and IQUIQUE.
Thence by Trans-Andean Route to Buenos Aires.

Steamers	Tons	Leave Hongkong:
KIYO MARU	17,500	July 12th.
ANYO MARU	16,500	Sept. 10th.
SEIYO MARU		Nov. 4th.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.
Passengers may travel by rail between ports of call in Japan free of charge.
For full information as to rates, sailings, etc., apply to—
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JAVA-PACIFIC LINE
OF THE
JAVA-CHINA-JAPAN LIJN

Monthly Service between
NETH. INDIA, MANILA, HONGKONG AND SAN FRANCISCO.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon.
Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.
For Particulars of Freight and Passage apply to the
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Telephone No. 1374. GENERAL MANAGERS.
York Buildings.

SHIPPING



PACIFIC SERVICE
SAILINGS FROM HONGKONG TO VANCOUVER
via NAGASAKI (or Moji) KOBE and YOKOHAMA.

STEAMER.	FROM HONGKONG.	ARRIVE VANCOUVER.
Empress of Asia...	12th June.	30th June.
Empress of Japan	25th June.	16th July.
Empress of Russia	10th July.	28th July.
Monteagle	22nd July.	16th Aug.
Empress of Asia...	7th Aug.	25th Aug.
Empress of Japan	20th Aug.	10th Sept.
Empress of Russia	4th Sept.	22nd Sept.
Monteagle	27th Sept.	22nd Oct.
Empress of Asia...	2nd Oct.	20th Oct.
Empress of Japan	15th Oct.	5th Nov.
Empress of Russia	30th Oct.	17th Nov.

"FARES HONGKONG TO EUROPE."
"EMPRESS OF RUSSIA" / "EMPRESS OF ASIA" Gold $491.00
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Payable in Local currency at demand rate on New York.

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HONGKONG.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in Staterooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW
AND RETURN.
(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING.
*HAIHONG	Capt. J. W. Evans.....	FRIDAY, 30th May at 1 p.m.
QUINNEBAUG	Capt. Medina.....	TUESDAY, 3rd June at 10 a.m.
HAITAN	Capt. A. R. Stewart.....	FRIDAY, 6th June at 1 p.m.

*Amoy Passengers only.

SWATOW.
Arrivals and Departures from the Company's Wharf (near Blake Pier).
For FREIGHT and PASSAGE apply to—
DOUGLAS LAPRAIK & Co.
General Managers.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons, American Registry). "CHINA" (10,200 tons, American Registry).

SAILINGS FROM HONGKONG FOR
SAN FRANCISCO
VIA SHANGHAI, JAPAN PORTS & HONOLULU

"NANKING" June 14th, 1919. "CHINA" July 2nd, 1919.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.
Prince's Buildings, Ice House Street. Tel. 1934.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING.
FROM HONGKONG: Connecting with FROM COLOMBO:
EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For dates of departure, Rates of Freight, apply to—
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MANAGING AGENTS.

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(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS
TO
UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED.

For ... Steamer ... Sails.
Subject to change without notice.
Or to REISS & Co., Canton. THE BANK LINE, LTD
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JAVA-PACIFIC-LIJN.

For SAN FRANCISCO Direct.

S.S. "SOERAKARTA"

Will be despatched as above on or about
MAY 31st, 1919.

For freight apply to

JAVA-CHINA-JAPAN-LIJN,
AGENTS.

APRIL RUBBER RETURNS.

Alma—31,000 lbs.
Atbara—14,415 lbs.
Ayer Tawah—22,217 lbs.
Batang Benar—20,362 lbs.
Batu Anam—20,202 lbs.
Batu Village—1,592 lbs.
Batu Lintang—6,945 lbs.
Bute—17,900 lbs.
Bukit Toh Talang—12,500 lbs.
Cheng—17,811 lbs.
Chemor United—16,589 lbs.
Cluny—14,444 lbs.
Dominion—38,635 lbs.
Jeram Kuantan—13,042 lbs.
Kapala—11,774 lbs.
Kapayang—9,097 lbs.
Kelubi—2,839 lbs.
Kinta Kellas—40,500 lbs.
Kilian Kellas—7,321 lbs.
Kamunting (in Kedah)—20,971 lbs.
Kota Bahroe—32,622 lbs.
Kuala Kangsar—23,828 lbs.
Kukub—15,689 lbs.
Lanadron—35,320 lbs.
Ledbury.—44,198 lbs.
Pengkalan Durian.—10,008 lbs.
Sandycroft.—24,800 lbs.
See Kee.—9,197 lbs.
Semambu.—14,218 lbs.
Senawang.—25,766 lbs.
Shanghai Kelantan.—9,500 lbs.
Shanghai Klebang.—12,205 lbs.
Shanghai Malay.—25,343 lbs.
Shanghai Pahang.—15,316 lbs.
Shanghai Seremban.—11,293 lbs.
Sua Manggis.—17,200 lbs.
Suffolk.—17,407 lbs.
Sungala.—11,351 lbs.
Sungei Bagan.—26,200 lbs.
Sungei Duri.—23,333 lbs.
Sungei Klah.—23,433 lbs.
Tanah Merah.—32,000 lbs.
Tanjong Pau.—22,051 lbs.
Tebrau.—82,554 lbs.
Ulobri.—5,583 lbs.
Pulau Bulang.—29,500 lbs.
Kuala Sawah—5,255 lbs.
United Serdang—245,413 lbs.
Sialang—126,162 lbs.
Tandjong—89,813 lbs.
Anglo-Sumatra—72,582 lbs.
Sungei Kari—28,177 lbs.
Tanah Datar—19,579 lbs.
Asahan (Sumatra)—52,557 lbs.
Bah Lias—61,174 lbs.
Toeranie—25,560 lbs.
Mendaris Sumatra—56,514 lbs.
Bila Sumatra—18,531 lbs.
Central Sumatra—22,129 lbs.
Soengei Rampah—15,940 lbs.
Pahang Rubber—20,186 lbs.
Tanjong Olak—18,150 lbs.
Djasinga—85,877 lbs.
Langen—72,000 lbs.
Kasintoe—63,030 lbs.
Pundut Estate—28,000 lbs.
Pelepah Valley—28,000 lbs.
Kota Tinggi—20,000 lbs.
Siginting (N.S.)—13,600 lbs.
Clovelly—6,091 lbs.
Burma Development Syndicate—8,747 lbs.
Jimah Rubber—18,220 lbs.
Bukit (K.B.)—4,700 lbs.
Sitiawan Mission Plantations—4,057 lbs.
Sembrong—2,500 lbs.
Sahang—13,000 lbs. (March 12,200 lbs.)
Lok Kawi—16,800 lbs. (March, 15,700 lbs.)
Wampoe Tobacco and Rubber—16,734 lbs.
Malaka Pinda—34,749 lbs.; eight months 245,742 lbs.
Bruseh Tin and Rubber—150,000 lbs. (March, 11,930 lbs.)
Rubber Plantations Investment Trust—64,010 lbs.

CANTON TRADE IN HARDWARE IN 1918.

[Consul Albert W. Pontius, Canton, China, Feb. 21, 1919.]

The hardware business as a whole did well last year as a result of the shortage of imports caused by the war. Generally speaking, dealers were holding out for higher prices on some of their goods because of the limited stock on hand and the difficulty and delay in getting shipments from the United States and Europe.

High-grade pocket knives, files of different sizes, iron and brass screws, padlocks, drawer pulls, planes, spoke shaves, and in fact all classes of hardware found an excellent market in Canton.

Prior to the war considerable quantities of enamel-ware such as wash-basins, pots, plates, and dishes, spoons, bowls, soap dishes, etc., were imported from Germany, Austria, and England. These were entirely replaced by Japanese goods of inferior quality which appeared to be specially manufactured for this market; and on account of their cheapness a large demand was created. This likewise applied to cash boxes, which were sold in large quantities at prices ranging from $0.80 to $3.50 Mexican ($0.64 to $2.80 United States currency.)

As a result of the great advantage in the erection of modern buildings and consequent increased rentals derived therefrom, many large old-style buildings in Canton were sold and demolished during recent years and new semi-foreign dwellings of two to four storeys erected, in consequence of which there was an excellent demand for builder's hardware. Building contractors and owners, realizing the rapidly advancing ideas of the Cantonese in improving the sanitary condition and ventilation of residences, invariably planned a greater number of windows and doors than heretofore.

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SAILINGS FOR

MARSEILLES AND LONDON.

H.M.T.	Leave Hongkong about	Due Marseilles about	Due London about
NEURALIA" NOVARA	29th May, at 3 p.m 7th August	3rd June 9th Sept.	8th July 13th Sept.

FOR

BOMBAY via STRAITS & COLOMBO.

S. S.	Leave Hongkong about	due Bombay about
DILWARA	24th May at Noon	10th June

FOR

CALCUTTA via STRAITS and RANGOON.

ARRATOON APCAR	Early June	Due Calcutta June.

SAILINGS ALSO TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about

Tickets Interchangeable.

P. & O. Australian Tickets are interchangeable with the New Zealand Shipping Co. (via Panama) or by Orient Company.

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All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors Messrs Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Displacement	Sailing Dates
Shanghai, Kobe & Yokohama	*Mishima Maru, 15,950 tons Sado Maru, 12,560 tons	SUNDAY, 8th June, at 11 a.m. TUES., 17th June, at 11 a.m.
Nagasaki, Kobe & Yokohama	*Nikko Maru, 9,600 tons Aki Maru, 12,300 tons	SATURDAY, 21st June, at 11 a.m. SATURDAY, 19th July, at 11 a.m.
London & Antwerp via S'pore, Penang, Colombo, Suez & Port Said.	*Kaga Maru, 12,300 tons *Yokohama Maru, 12,340 tons	FRIDAY. 30th May, at Noon. SATURDAY, 14th June, at Noon.
Melbourne via Manila, Zamboanga, Thursday Is., Townsville, Brisbane, & Sydney	*Tango Maru, 13,760 tons	WEDNESDAY 25th June, at 11 a.m.
New York via Japan		
Bombay via Singapore & Colombo	Kirin Maru, 7,760 tons Kosoku Maru, —— tons	TUESDAY, 27th May. SATURDAY, 14th June.
Calcutta via Singapore, Penang & Rangoon	Rangoon Maru, 11,540 tons	WEDNESDAY, 25th June.

§ Omitting Shanghai and/or Moji * Wireless Telegraphy.

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VIA

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Next sailing from Hongkong;

*Fushimi Maru, SUNDAY, 22nd June, at 11 a.m.
†Katori Maru, SUNDAY, 13th July, at 11 a.m.

† Omitting Manila Eastbound.

For further information apply to

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S. YASUDA, *Manager.*

Telephone 202 & 293.

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WONG PING WA, Manager.

Hongkong, April 1, 1912.

VESSELS ADVERTISED AS LOADING

DESTINATION.	VESSEL'S NAMES	FOR FREIGHT APPLY TO	TO BE DESPATCHED
San Francisco via Manila	Soerakarta	Java China-Japan Lijn	On 31st May.
San Francisco via Shanghai & Japan, &c.	Persia Maru	Toyo Kisen Kaisha	On 18th June.
San Francisco via Shanghai, Japan &c.	Korea Maru	Toyo Kisen Kaisha	On 26th June.
San Francisco via Shanghai, Japan &c.	Venezuela	Pacific Mail S.S. Co.	On 19th June, at Noon.
San Francisco via Shanghai, Japan &c.	China	China Mail s.s. Co., Ltd.	On 2nd July.
San Francisco via Shanghai, Japan &c.	Nanking	China Mail S.S. Co., Ltd.	On 14th June.
Seattle, Pland, Vancouver & San F'risco.	Western Knight	The Admiral Line	About 15th June.
Victoria, Vancouver, Seattle & Tacoma.	Canada Maru	Osaka Shosen Kaisha	On 7th June.
Victoria B.C., & Seattle via S'hai, &c.	Fushimi Maru	Nippon Yusen Kaisha	On 22nd June, at 11 a.m.
Vancouver via Shanghai, Japan &c.	Empress of Asia	Canadian O.S. Ld.	On 12th June.
Vancouver via Shanghai, Japan &c.	Empress of Japan	Canadian O.S. Ld.	On 26th June.
Sydney & Melbourne	Nanking Maru	Osaka Shosen Kaisha	On 1st June.
Australian Ports via Manila	Tango Maru	Nippon Yusen Kaisha	On 25th June, at 11 a.m.
Australian Ports via Japan	Kiyo Maru	Toyo Kisen Kaisha	On 19th July.
New York via Suez	Egremont Castle	Dodwell & Co., Ltd.	About 26th June.
Nagasaki, Kobe & Yokohama	Nikko Maru	Nippon Yusen Kaisha	On 31st June, at 11 a.m.
Shanghai, Kobe & Yokohama	Mishima Maru	Nippon Yusen Kaisha	On 8th June, at 11 a.m.
Shanghai	Kwongsang	Jardine, Matheson & Co., Ltd.	On 1st June, D'light.
Shanghai	Sunning	Butterfield & Swire	On 29th May, at Noon.
Shanghai	Suiyang	Butterfield & Swire	On 5th June, at Noon.
Haiphong	Daitoku Maru	Osaka Shosen Kaisha	On 2nd June.
Straits & Calcutta	Fooksang	Jardine, Matheson & Co., Ltd.	On 3rd June, at 3 p.m.
Tientsin	Chipshing	Jardine, Matheson & Co., Ltd.	On 3rd June, D'light.
Swatow & Bangkok	Lingchow	Butterfield & Swire	On 3rd June, at Noon.
Keelung via Swatow and Amoy	Kaijo Maru	Osaka Shosen Kaisha	On 1st June, at 10 a.m.
Swatow, Amoy & Foochow	Haihong	Douglas Lapraik & Co.	On 30th May, at 1 p.m.
Manila	Loongsang	Jardine, Matheson & Co., Ltd.	On 30th May, at 3 p.m.
Java	Banri Maru	Dodwell & Co., Ltd.	On 12th June.
Calcutta via Straits & Rangoon	A. Apcar	P. & O. S.N. Co.	Early of June.
Singapore, Penang, Colombo & Port Said	Neuralia	P. & O. S.N. Co.	On 29th May, at 3 P.M.
London and Antwerp	Amur Maru	Osaka Shosen Kaisha	On 1st June.
London via S'pore, Pang & C'bo &c.	Kaga Maru	Nippon Yusen Kaisha	On 30th May at Noon.
Mauritius, Delagoa Bay, Durban	Kawaii Maru	Osaka Shosen Kaisha	On 15th June.

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NOTICES TO CONSIGNEE

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"BENCLEUCH,"

from MIDDLESBRO, LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd June, will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 9th June or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd June, at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO,
Agents.

Hongkong, May 26, 1919

OCEAN TRANSPORT CO, LTD.

NOTICE TO CONSIGNEES.

THE Steamship

"TAIYO MARU,"

FROM JAPAN.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst., will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 5th prox or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.,
Agents.

Hongkong, May 24, 1919.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co's Steamer

"IDOMENEUS,"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after May 26.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays & Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after June 2, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before June 16, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 26, 1919.

"GLEN" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

From LONDON AND STRAITS.

THE Steamship

"GLENAPP,"

having arrived from the above Ports Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 2nd June, 1919, at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined by Messrs. Goddard & Douglas, on 2nd June, 1919 at 10 a.m.

Claims against the Steamer must be presented within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.
Agents.

Hongkong, May 23 1919.

P. & O. S. N. Co.

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Silk and Valuable Cargo for Italy, France, and London (under arrangement) will be conveyed in this steamer proceeding via Bombay and there transhipped to the oncarrying steamer for Marseilles and London.

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S.S. "SUI TAI" from Macao daily at 7.30 a.m. (Sundays 8 a.m.)

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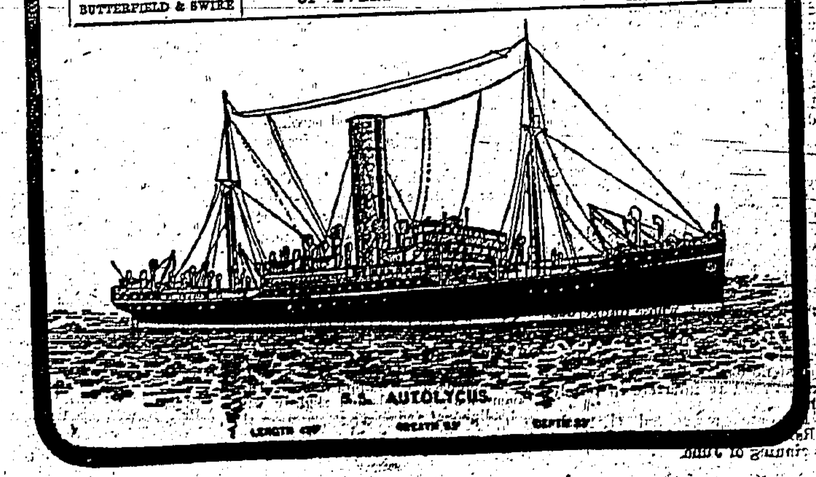
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EARLIER TELEGRAMS.

[Reuter's Service to the China Mail.]

FIUME.

PARIS, May 21st.

Professor Orlando has gone to Italy in order, *Le Matin* says, to obtain the sanction of the Italian Cabinet to the *modus videndi* whereby Italy will renounce her claim, under the treaty of London, to the territories inhabited by 250,000 Yugo-Slavs, in exchange for the recognition of the principle of Italian sovereignty over Fiume, where Italy will give very considerable economic and political guarantees, and allow all interested parties to share the local Government.

ROME, May 21st.

Professor Orlando, who arrived from Paris, met the Cabinet on the frontier. He said that the Italian delegation in Paris was still inspired by the declarations of the Government on April 29th.

LATER.

Professor Orlando has returned to Paris.

PARIS, May 21st.

The question of Fiume and Dalmatia is still unsettled.

NEW OVERSEAS DEPARTMENT.

LONDON, May 21st.

The *Times* states that an Overseas Settlement Office, which is virtually a sub-Department of the Colonial Office, was recently opened in London. A Committee appointed by the Department has been consulting representatives of the Dominions in the last few days, in preparation of a scheme for giving effect to the Government's decision to grant free passages to the Dominions to ex-Service men, in accordance with the announcement in the House of Commons on April 8th.

The scheme was approved by a meeting at the Colonial Office yesterday.

It is understood that it is proposed to make the fullest use of the existing immigration machinery of the Dominion Governments for testing the suitability of applicants for State-aided immigration.

Employment Exchanges will also play a part in the scheme. Little progress in immigration of British ex-Service men is expected till next year, owing to the necessity of first repatriating Dominion soldiers.

CONSULAR REFORM.

LONDON, May 22nd.

In the House of Commons, Col. S. J. G. Hoare moved the appointment of a Committee to carry out the recommendations of the Civil Service Commission and the reform of the Foreign Consular and Diplomatic Services. Mr. J. R. Clynes seconded.

Mr. Archer Shee, supporting, suggested that the Dominions be asked to help, financially, in maintaining a unified Consular Service representative of the Empire.

Lieut.-Colonel Murray hoped that the Government would encourage candidates from the Dominions.

Sir Arthur Steel-Maitland replied that the property qualification was a necessity for nomination.

The separate examination for Foreign Office candidates had been abolished, and the future emoluments of the Diplomatic and Consular posts would enable the holders to maintain their positions properly. The General and the Levant Services would be merged into one, possibly also the Siamese, but the Chinese and Japanese Services would remain separate.

The suggested amalgamation of the Foreign Diplomatic Service with the Consular Service and the Department of Overseas Trade was uncommonly difficult. The Government had decided to reconsider the position of the Overseas Trade Department in the light of happenings in the past few years.

A Committee would be established to take evidence immediately.

It was hoped to considerably increase the number of salaried Consular posts which would be confined to Britons, and as many as possible of the unpaid posts would be similar confined.

Referring to men from the Dominions in the Service, Sir Arthur Steel-Maitland mentioned that a Canadian was about to go to Washington as British Commercial *Attaché*.

EXPERT ON INDIA.

LONDON, May 22nd.

In the House of Commons, Mr. E. S. Montagu, during the debate on the Indian Budget, dwelt on India's bright position in the world.

He referred to her splendid military material and war efforts which had won her a place in the international discussions equal to the British Dominions, and greater than that of any power in the world except the Big Five.

He expressed the opinion that India's entry into the League of Nations and the International Labour organisation, also the place occupied by Lord Sinha, committed Parliament to the view that this position was only justified if we could raise India to the position of a sister nation of the Empire. It was wholly inconsistent with the position of subordination.

In the course of some remarks in regard to the disturbing economic factors, Mr. Montagu said that one of the factors was influenza, from which between 5,000,000 and 6,000,000 died last winter and from which at least two-thirds of the population suffered.

The Mahommedan world was perplexed by the discussions regarding the fate of Turkey.

Mr. Montagu strongly defended the Rowlatt Acts which, he asserted, were necessary to cope with men with whom any kind of Government must deal, and who were a danger to any country.

The Government of India was determined to do unceasing battle against such men, until they were extirpated. The Rowlatt Acts were only used to cope with people associated with the anarchical and revolutionary movement, whose dangerous methods in the past now necessitated drastic legislative measures.

He reassured his Mahommedan fellow-subjects that no one in Paris was ever so foolish as to want to interfere in purely Mahommedan questions.

Mr. Montagu announced that the Indian Reform Bill would be introduced in the beginning of June.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

EMPIRE EXHIBITION TWO YEARS HENCE.

HOW LORD BLYTH MISSED THE POINT.

LONDON, May 21st.

At a luncheon, at the British Empire Club, yesterday, Lord Sydenham, presiding, moved a resolution that it was desirable to hold a British Empire Exhibition in 1921, as an expression of imperial unity and as a means of the promotion of commerce and industry throughout the Empire.

In the course of his speech, Lord Sydenham said that we must look to the vast undeveloped resources of the Empire to restore the badly shaken fabric of our industrial life. If we could not retain and increase our oversea trade, we would be faced with grave economic difficulties. We had to meet competition, especially from the United States and Japan, but a united Empire would enable us to do so.

Lord Blyth, seconding, recalled that he was the organising Chairman of the Franco-British Exhibition and the Japanese Exhibition. Lord Hardinge had told him, during the war, that the friendly feeling between France, Japan and Britain was largely due to these Exhibitions.

Mr. W. M. Hughes said that the desirability of such an Exhibition was obvious. What precisely was the policy of the Government of this country as regards imperial trade he did not know. No Englishman present could tell him. The electors of Britain must make up their minds what they really wanted. Such an Exhibition would be one way of convincing the doubting Thomases all over the Empire.

Sir Joseph Ward said that the Dominions looked to the Motherland to give them the lead in the post-war fight for supremacy. The fact had to be faced that the United States and Japan had secured Germany's pre-war trade, and much of the British trade. The proposed Exhibition would be a great stimulus to the development of imperial trade.

Sir George Perley emphasised the importance of developing imperial trade, for the war had shown the importance of keeping our resources in our own hands.

Sir E. Bowring said that Newfoundland was prepared to do her utmost to make such an Exhibition a success.

Sir R. Hadfield thought that it might be difficult to hold an Exhibition without help from other countries, but he agreed it would be more satisfactory if the Exhibition could be confined to the Empire.

The resolution was adopted.

TURKISH SITUATION.

PARIS, May 21st.

It is stated that the fate of Turkey is still undecided.

PARIS, May 20th.

A telegram from Symrna states that the situation is quieter, but further trouble is not improbable. The Turkish Vali have been replaced by Greek priests.

The Churches have recommended respect for the Musulmans.

The Italians landed troops at Adalia, Boudroum, and Makri.

SMYRNA, May 19th.

Order is now complete in the Greek zone of occupation. M. Repoulis, the Vice-President of the Greek Cabinet, has arrived to supervise the execution of the Government's instructions for the observance of absolute equality of all sections of the population.

FRENCHWOMEN'S FRANCHISE.

PARIS, May 20th.

The Chamber has passed a Bill enabling women to vote and establishing their eligibility to sit in all elected assemblies.

PORT SAID STRIKE.

LONDON, May 22nd.

In the House of Commons, at question-time, Mr. Cecil Harmsworth stated that General Allenby reported that the strike of *employés* of the Suez Canal Company broke out on May 13th.

Subsequently, all the workers at Port Said struck, and the strike had now spread to Suez.

In view of its vital importance, the Suez Canal service must be maintained and this was now being ensured with naval and military assistance.

MAN IN THE WASHING.

GERMAN PRISONER HOODWINKED.

Through the cuteness of a laundry van driver a German officer was re-captured while attempting a clever escape from Lofthouse Park Internment Camp, near Wakefield. The German managed to secrete himself in a laundry van that had called for the camp washing. A little way on the road to Wakefield the driver noticed a suspicious movement amongst the bundles of clothing in his van. He turned the horse's head about and made tracks once more for the camp. Presently, he overtook two pedestrians and asked them to walk behind the van "to see that nothing dropped out," disposing at the same time of any inconvenient inquiry by a knowing wink. The men did as they were asked, and thus escorted the van passed through the camp gates again. The driver's suspicions were at once justified, for as soon as search was begun a German prisoner jumped out and surrendered. He was dressed in civilian attire, and fully equipped for a journey.

FOR A LAME BACK.

WHEN you have pains or lameness in the back bathe the parts with Chamberlain's Pain Balm twice a day, massaging with the palm of the hand for five minutes at each application. Then dampen a piece of flannel slightly with this liniment and bind it on over the seat of pain. For sale By all Chemists and Storekeepers.

CORRESPONDENCE.

[To the Editor of the "CHINA MAIL."]

There's something in this life of doubtful bliss,
Where somewhat lamely most of us have travelled,
That though it seem decidedly amiss,
Shall be, the bard says, by-and-bye unravelled.
'Tis well! For if he could but scan to-day
The contradictions of our daily papers,
His very muse, forsooth, would fade away
Perplexedly in hesitating vapours.

One morn I read (I hate the news to miss!)
A long, full-column letter, ponderous, dreary,
"'Ye gods!'" I cried, "'Must I endure all this?'"
(*à la* friend Will) "'Twould make Apollo weary!"
I read it through, my knowledge to enhance,
And thought how kind are editorial sages,
Such outraged patriotism to advance,
By letting out whole columns of their pages!

But lo! Next morning's letter proved me wrong,—
This correspondence, said a footnote solemn,
Must not be (oh, grammarians!) "*for* too long"
Maintained; the scribe had penned scarce half-a-column!
Once more I looked, on morning number three,
And found another column-long epistle
By writer number one, a patriot he,
Whose glowing words with righteous wrath did bristle!

Now who would blame if layman's simple mind
Should wonder at such editorial choosing?
Or marvel if such words as these he find—
(In letter number three)—a shade confusing?
"No principle," we're told, "has been involved,"—
Dame Justice, do you dimly realize it?
Your own fair principle has been dissolved
So that the world has failed to recognize it!

One fain would quote again, at greater length,
That good old English sentiment defiant——
"'Tis excellent to have a giant's strength,
But tyrannous to use it like a giant!"

LEX TALIONIS.

Kowloon, May 28, 1919.

NAVAL AND MILITARY NOTES.

At Malta, the arrival of eleven British destroyers is regarded as the forerunner of the coming fleet, which is to reinstate Malta as the most important British naval station.

* * *

The *Daily Express* learns that Rear-Admiral Sir Reginald Tyrwhitt will shortly take up the naval command at Gibraltar. The post is at present held by Vice-Admiral Heathcote S. Grant.

* * *

Naval officer's pay, it is understood, will shortly be raised by substantial amounts. Lieutenants and other junior officers will receive an 85 per cent. increase upon present rates, while senior ranks will have their pay doubled.

* * *

Lieutenant F. W. Craven, R.N., has been awarded the D.S.O. for his services when H.M.S. *Otranto* was wrecked on October 6, 1918. Lieutenant Craven displayed magnificent courage and seamanship in placing H.M.S. *Mounsey* alongside H.M.S. *Otranto*, in spite of the fact that the conditions of wind, weather and sea were exceptionally severe.

* * *

H.M.S. *Hood* will be the largest battleship in the British Navy, and also one of the fastest. Her length, it is understood, is 900ft., and her speed may be anything up to thirty-five knots.

* * *

Until further orders, naval funeral parties at Portsmouth are to consist of a gun-carriage with its crew, a bugler and a funeral escort. There will be no firing party.

* * *

A largely attended meeting of the members of the Royal Naval Bandsmen's Society has been held at Plymouth to consider the pay and position of Naval musicians generally. It was reported that a communication explaining the position of Naval musicians had been sent to Mr. C. Jesson, London organizer of the A.M.U. In this it was complained that under the existing faulty system of administration, Naval bandsmen had to do a share of the Marines' work, which included scrubbing decks, coal-heaving, etc. Music, to the authorities, was apparently a secondary consideration. It was ridiculous, though, for the State to spend money in providing men with musical instruments, and then to prevent them from putting those instruments to proper use. The communication suggested that an inquiry was needed, and that sweeping alterations were desirable.

* * *

The battleship *Malaya* arrived at Portsmouth on March 14 from the Grand Fleet, and came into harbour, in order to give leave to her crew. As she entered, she was met with the usual noisy welcome. The crews of all the ships within sight of her "manned ship," and cheered vigorously, while their bands played patriotic airs, and all the syrens and steam whistles ashore and afloat were sounded. The crew of the *Malaya* responded with cheers quite as hearty.

* * *

Colonel H. D. Tuson, C.M.G., who has been granted honorary rank of Brigadier-General on being placed on retired pay, entered the Border Regiment in 1886. Serving in the South African War from 1899 to 1900, he took part in the relief of Ladysmith. Promoted Lieutenant-Colonel in 1912, he took command of the 2nd Battalion Duke of Cornwall's Light Infantry, and was appointed to a brigade with temporary rank of Brigadier-General in 1915. General Tuson commanded the D.C.L.I. here and took his battalion to England from Hongkong, in 1914. The battalion went to France early in 1915.

* * *

A former Hongkong officer, Major-General S. S. Long, C.B., who has been placed on retired pay, entered the Durham Light Infantry from the Militia in 1884. Transferring to the Army Service Corps in 1889, he became D.A.A.G. in South China in 1896. During the South African War, in which he served from 1899 to 1902, he was D.A.A.G. and afterwards A.A.G., and received the Queen's and King's medals with five and two clasps respectively, besides being promoted Brevet Lieutenant-Colonel for his services. Amongst the appointments held by General Long were Commandant, Army Service Corps Training Establishment, Aldershot, 1908-9; Assistant Director of Supplies, 1909-12; Director of Supplies and Quartering, 1913-14; and Director of Supplies and Transport, War Office, 1914-16. He is a director of Lever Bros., Ltd., of Port Sunlight.

* * *

At a meeting of the members of the Portsmouth No. 13 Branch Workers' Union, held at the "Froddington" Hotel Portsmouth recently, a resolution was passed declaring that: "Owing to the rapid decrease of 30 per cent. in wages by the cessation of overtime in Portsmouth Dockyard, and the stationary price of commodities, this meeting desires an understanding regarding the standard of wages, and demands that no further decrease be made in wages; also that, the present bonus aid 12½ per cent. be converted into wages. That to save labour unrest and trouble, it is desirous that the question of the wages of skilled and unskilled labourers be again placed before the Court of Arbitration for reconsideration."

CHINESE CONFIDENCE TRICKSTER.

The old, old trick was pulled off this morning outside the premises of Messrs. Gande, Price & Co. in Queen's Road. The trickster had a bundle tied up in a handkerchief. A *China Mail* reporter noticed him, talking earnestly to a Chinese lady. On his way back ten minutes later, the reporter noticed the same lady, in apparent distress, telling an Indian constable about it. She said that the man with whom she was seen talking in such a friendly manner ten minutes ago, was a total stranger to her, and according to the story *he* told, a total stranger in Hongkong. He was so new to this place, that he did not even know where to go to get his money changed. He appealed to the woman's good nature to assist him in his difficulty and persuaded her to take the bundle which he said contained bank notes to the nearest money changer's, while he waited for her at the corner of the street, holding her two gold bangles and a ring as security. On opening the bundle at the money changer's, the woman found it to contain nothing more valuable than "scraps of paper." Realizing that she had been "had," the woman quickly returned to the spot where she had left the man. He was not there. The Indian Constable was sympathetic, but what could he do? He advised her to go home and memorize it as a warning against trusting strangers.

A visit by the American Consul to the U.S.S. *Helena* this morning was the occasion for a salute by the cruiser.

"Bups Gutz".—We thank you for your letter. We refrain from publishing it as the subject has been sufficiently covered.

THE SANITARY BOARD.

(Continued from Page 5.)

was not clearly worded. He was not willing to accept the motion by the Chairman that the latter portion of his resolution should be deleted. He was, however, ready to amend it to "and prohibiting the employment of children and young persons under the age of 18 in factories or workshops likely to be injurious to his or her life, limb or health, regard being had to his or her physical condition." If that amendment were accepted the difficulties would then vanish. It was quite possible for a person to say what trade would be injurious to a child. There were a great many trades at which children would work without fear of injury and there were some trades which were injurious. He was only asking the Board to define what was an injurious trade. A list of the various trades could be made up by medical and other experts who would define what was good and bad. He was not asking the Board to legislate on the matter but only asking them to endorse certain principles which would be forwarded to the Government for their consideration. He therefore opposed the Chairman's amendment.

The Chairman intimated that if Mr. Chatham was willing, he would accept Mr. Bowley's amendment, which would not interfere with any outside work the child might do.

Mr. Chatham said he too, was willing to withdraw.

Mr. Bowley's motion as amended was then put to the meeting and carried unanimously.

OVERCROWDING OF PREMISES.

Mr. Bowley next moved:—

"That the following additional by-law be made under Sub-Section 13 of Section 16 of the Public Health and Buildings Ordinance, 1903.

(i.)—A factory or a workshop shall be deemed to be so overcrowded as to be dangerous or injurious to the health of the persons employed therein if the number of cubic feet of space in the factory or workshop, or in any room or subdivision of the factory or workshop, bears to the number of persons employed at one time in such factory or workshop or in such room or subdivision respectively a proportion less than 250 cubic feet, or during any period of overtime after 6 p.m. 400 cubic feet of space to every person.

(ii.)—The Board shall cause to be affixed in every factory and workshop a notice in English and Chinese specifying the number of persons who may be employed in each room or subdivision of the factory or workshop by virtue of the preceding by-law."

He stated that that by-law had been agreed upon by the Committee. It had been pointed out on several occasions that the Board had power to deal with over-crowding in factories, but there was no definition as to what over-crowding in factories consisted of. The Committee wished that the amendment should be adopted and that it should be added to the Factories' Act of 1901. In England, the Secretary of State had power to increase the cubic space, but had no power to reduce it. He simply asked the Board to accept the amendment; which regulated the amount of space to be allotted to each worker. The Committee had received certain returns from the factories in the Colony, some of which were good, showing that the workers had plenty of space and fresh air. There were a few factories which had made no such arrangement and these were the factories they wanted to get at.

Mr. Chatham seconded the resolution.

Mrs. Hickling suggested that they should indicate the number of square feet that should be required for each worker. She thought 20 square feet for floor space, was sufficient.

Mr. Bowley said he was prepared to accept the suggestion.

The Chairman suggested that the height should be ten feet.

Mr. Chatham stated that the Building Ordinance contained no provisions as to the height of storeys as regarded factories, but contained provisions as regarded dwelling houses. It was inconceivable that a ceiling in a factory would be less than 12 feet from the floor. With regard to the words "overtime" after six p.m. he thought that the word "overtime" should be deleted.

This also was agreed to and the motion as amended was carried unanimously.

Mr. Bowley then asked:

"Will the head of the Sanitary Department obtain a report from the Assistant Medical Officer of Health with regard to the fresh water supply to the boat-builders between Samsuipo and Lai Chi Kok; and to lay such report on the table."

The Chairman replied that a report had been obtained from the assistant M.O.H. Kowloon and would be circulated amongst the members of the Board.

With regard to the suggested changes in the draft estimates for 1920 the Chairman proposed that Mr. F. B. L. Bowley, Mr. Chan Kai Ming and Mr. S. W. Tso be appointed to consider them.

This was agreed to.

The other business of the meeting was of a formal nature.

LENIN CARNIVALS OF MURDER.

SE ZING WIVES.

The Government last night (April 3) issued a Bluebook dealing with the horrors of Bolshevist rule in Russia. It is a terrific indictment of the barbarism of Lenin and Trotsky, which, in respect of its merciless cruelties, is described by reliable eye-witnesses, many of them British subjects, as being without parallel in history.

There is documentary evidence within its pages of the declared determination of the Bolsheviks to spread their creed of violence, crime, and immorality throughout the civilized world.

How Captain Cromie, the brave British naval attache at Petrograd, was murdered by Lenin's Red Guard assassins is set forth in detail:

"The Government troops forced their way into the British Embassy, their entry to which was resisted by British Naval Attache Captain Cromie, who, after having killed three soldiers, was himself shot. The archives were sacked and everything was destroyed.

"Captain Cromie's corpse was treated in a horrible manner. The Cross of St. George was taken from the body and subsequently worn by one of the murderers, English clergyman was refused permission to repeat prayers over the body."

There is a mass of evidence dealing with the barbarous conditions under which British subjects—officials, men, and women—were kept in Bolshevist jails and the Peter and Paul fortress pending their release and repatriation to England British and French subjects were repeatedly singled out by the Bolshevist tyrants for the most cruel and humiliating treatment.

SHOT WITHOUT TRIAL.

In a report made by Mr. Bruce Lockhart, British representative in Russia, under date November 10, 1918, it is declared that thousands of men and women were shot without even the mockery of a trial. Thousands more were left to rot in prison. Examination of prisoners frequently takes place with a revolver at the unfortunate prisoner's head.

A particularly cruel method practised by Lenin's minions is the taking of hostages. They decided to strike at their political opponents through their women folk. When a long list of hostages was published in Petrograd the Bolsheviks seized the wives of those men whom they could not find and threw them into prison until their husbands should give themselves up.

SHRIEKING FOR BLOOD.

A British subject who left Petrograd in November last stated that the number of executions ordered and carried out by the Bolsheviks daily in Petrograd was "usually taken at 1,300, though the Bolsheviks admitted only 500; but then they do not take into acount many hundreds of officers, former Civil Servants and private individuals, who were shot in Cronstadt, and in the Peter and Paul fortress in Petrograd without any special order from the central authorities, by the discretion of the local Soviet; 400 were shot during one night in Cronstadt alone; three big graves were dug in the courtyard and the 400 placed before it, then they were shot one after another."

Another British subject who left Moscow in December, supplied the following about Bolshevist terrorism in Moscow:—

"All I can say is that the number of people who have been coldly done to death in Moscow is enormous. Many thousands have been shot, but lately those condemned to death were hanged instead, and in the most brutal manner. They were taken out in batches in the early hours to a place on the outskirts, stripped to their shirts, and then hanged one by one by being drawn up to the end of a rope until their feet were a few inches from the ground, and then left to die."

Dr. T—— found on a battlefield during the fighting in the Usuri district in July 1918 bodies of Czech soldiers in a frightful state of multilation, their heads cut open, their faces slashed, their eyes gouged out, and their tongues cut out. A doctor of H.M.S. Suffolk attended four of such cases, which were brought to Vladivostok for official investigation These mutilations were inflicted before death.

DANGER TO INDIA.

A British subject who was in close touch with Bolshevist schemes in Petrograd and Moscow avers that "India is in far greater danger from Bolshevism than ever it was from Czardom. Two important Indian revolutionaries have been for some time agitating in Moscow. They recently left for India, doubtless well supplied with all necessary propaganda."

The *Red Gazette* (the organ of the Red Army) said, on September 1, 1918: "We will make our hearts cruel, hard, and immovable, so that no mercy will enter them, and so that they will not quiver at the sight of a sea of enemy blood. We will let loose the floodgates of that sea. Without mercy, without sparing, we will kill our enemies in scores of hundreds. Let them be thousands."

WEATHER REPORT.

May 28th, 1919.—No returns from Japan, Vladivostock and Indo-China. Pressure has again decreased slightly at the majority of reporting stations. There are indications that an area of low pressure covers Indo-China and the north part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st 13.09 inches, against an average of 21.86 inches.

Forecast for the 24 hours ending at noon on the 29th.

1.—Hongkong to Gap Rock. E winds, fresh; fair.

2.—Formosa Channel. The same as No. 1.

3.—South coast of China between Hongkong and Lamocks. The same as No. 1.

4.—South coast of China between Hongkong and Hainan. The same as No. 1.

ROYAL OBSERVATORY, HONGKONG, DAILY WEATHER REPORT.

MAY 28, 1919.—a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vladivostock	8 a.	—	—	—	—	—	—
Namuro	5 a.	—	—	—	—	—	—
Hakodate	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Oshima	"	—	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Ishigima	"	—	—	—	—	—	—
Sanio Island	"	—	—	—	—	—	—
Pedo Iwoi	6 a.	29.74	67	84	S	4	b
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	29.75	64	98	SE	2	b
Gutzlaff	"	29.70	68	85	SSE	6	b
Sharp Pk	7 a.	29.82	71	85	W	1	b
Amoy	6 a.	—	71	81	NE	1	b
Swatow	"	—	—	—	—	—	—
Taihoku	8 a.	29.78	66	98	—	0	b
Taichu	"	29.78	66	—	—	0	b
Tainan	"	29.75	73	—	E	2	b
Koshun	"	29.75	75	—	ENE	1	b
Pescadores	"	29.75	73	—	N	2	b
Canton	6 a.	—	—	—	—	—	—
Hongkong	"	29.73	75	77	E	4	o
Gap Rock	"	29.72	—	—	E	4	o
Macao	"	29.72	75	79	E	4	o
Wuchow	8 a.	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Phulien	7 a.	—	—	—	—	—	—
Tourane	"	—	—	—	—	—	—
C. St. James	"	—	—	—	—	—	—
Aparri	6 a.	29.71	76	92	S	2	o
Dagupan	"	29.87	79	82	ENE	2	b
Manila	"	29.72	77	98	E	1	o
Legaspi	"	29.71	77	99	—	0	o
Tacloban	"	29.76	81	92	—	0	o
Iloilo	"	29.74	79	91	SW	1	o
Surigao	"	29.74	77	93	SW	1	o
Guam	4.30	—	—	—	—	—	—
Labuan	6 a.	—	—	—	—	—	—

C. W. JEFFRIES, *Chief Assistant.*

Hongkong Observatory, May 28, 1919.

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squal, r rain, s snow t thunder, v visibility w dew, wet
7. RAIN in inches tenths and hundredths

HONGKONG TIDES.

The tide-table given below has been compiled at the National Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1908-8.

The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be 4 feet 1 inches below mean sea-level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 4 inches to the height given in the table.

May 29 to June 4, 1919.

Day of Week	Day of Month	High Water Hongkong Mean Time	Height	Low Water Hongkong Mean Time	Height
		h m	feet.	h m	feet
Thur.	29	m 1 53	7.8	m 2 8	2.6
Fri	30	m 0 5	7.7	2 40 a.	0.2
		11 13 a.	7.8	m 2 40	2.7
Sat.	31	m 0 48	7.9	4 06 a.	0.0
				m 3 16	2.9
Sun.	1	m 0 9	8.0	5 11 a.	0.0
		m 10 52	7.7	m 5 53	3.0
Mon.	2	m 1 15	8.2	6 46 a.	0.3
		0 9 a.	8.1	m 6 28	3.4
Tues.	3	m 2 3	8.3	7 37 a.	0.7
		1 15 a.	8.0	m 7 21	3.7
Wed	4	m 2 3	8.2	8 42 a.	1.5

HONGKONG REGISTER.

	Previous day at 9 p.m.	On date at 8 a.m.	On date at 3 p.m.
Barometer	29.76	29.73	29.75
Temperature	80	75	80
Humidity	66	77	68
Direction of Wind	E	E	ENE
Force	4	4	4
Weather	c	c	c
Rain	0.02	0.00	0.00

Highest open air Temperature on the 27th 83
Lowest open air Temperature on the 28th 75

T. F. CLAXTON, *Director.*

Hongkong Observatory, May 28, 1919.

G. R.

NOTICE.

ALL PERSONS with the exception of those of Chinese races desiring to leave the Colony should apply in person between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily at the PASS OFFICE, Post Office Building.

Applicants will be required to produce Passports or identification papers. All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION of PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non compliance is a fine not exceeding $50

CROUP.

THIS disease is so dangerous and so rapid in its development that every mother of young children should be prepared for it. It is very risky to wait until the attack of croup appears and then send for medicine and let the child suffer until it can be obtained. Chamberlain's Cough Remedy is prompt and effectual and has never been known to fail in any case. Always have a bottle in the home. For sale By All Chemists and Storekeepers.

EXCHANGE.

Hongkong, May 28 1919.

On London—	
Bank, Wire	3/6⅞
,, On demand	3/6⅞
,, 30 days' sight	3/6⅞
,, 4 months' sight	3/6⅞
Credits, 4 months' sight	3/7⅛
Documentary, 4 months' sight	3/7⅛
On Paris—	
On demand	530½
Credits, 4 months' sight	547½
On New York—	
On demand	81⅞
Credits, 60 days' sight	83⅜
On Bombay—	
Wire	nom.
On demand	nom.
On Calcutta—	
Wire	nom.
On demand	nom.
On Singapore—	
On demand	150
On Manila—	
On demand	169
On Shanghai—	
On demand	nom.
30 days' sight (private paper)	nom.
On Yokohama—	
On demand	159
Gold leaf, 100 fine (per tael)	42.
Sovereigns (Bank's buying rate)	$ 5.60 s.
Silver (per oz.)	52½
Bar Silver in Hongkong	30 % pm. n
Chinese Copper Cash	3 ½ pm
Chinese Copper Cents	
Rate of Native Interest	7 % p.a
Chinese Sub. Coin	5½ % dis
Hongkong Sub. Coin	par.

Unsurpassed in Quality and Flavour.



REIDS' LIMITED, IMPORTERS
OBTAINABLE AT
GANDE, PRICE & Co., Ltd. Agents.
HONGKONG.
AND ALL HOTELS, CAFES AND STORES.

HONGKONG STOCK EXCHANGE.

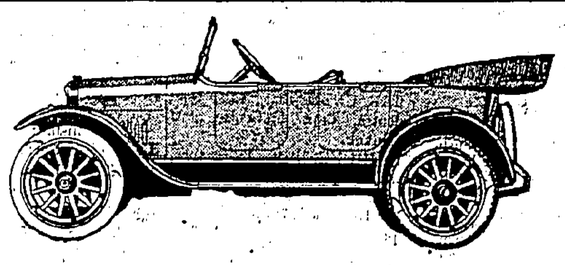
HONGKONG, 28th MAY, 1919.

OFFICIAL QUOTATIONS.

11 A.M.

Banks.	
Hongkong Banks	...675 b.
Marine Insurances.	
Canton Ins.	$440 s.
North China Ins.	T. 220 b.
Union Ins.	$104 s., 104 sa. ex r.
Yangtsze Ins.	$135 b.
Far Easterns	T. 28 n.
Fire Insurance.	
China Fire Ins.	$141 n.
Hongkong Fire Ins.	$395 b
Shipping.	
Douglases	$89 b.
H.K. Steamboats	$21½ sa.
Indo-Chinas (Pref.)	$33 n.
Do. (Def.)	$153 s., 154½ sa.
Shell Transports	20/- s.
Star Ferries	36 s.
Refineries.	
China Sugars	$156½ s.
Malabon Sugars	$34 b.
Mining.	
Kailan Mining Adm.	49/- b.
Langkat	T 19 b.
Shanghai Loans	
Shai Explorations	
Raubs	$2½ n.
Tronoh Mines	42/6 b
Ural Caspians	46/- b.
Docks, Wharves, Godowns, &c.	
H. & K. Wharfs	...$88 b., 89.90 sa.
H. & W. Docks	$149 b. 150 sa.
S'hai Docks	T 127 sa.
New Engineerings	T.24 n.
Lands, Hotels & Buildings.	
Central Estates	$109 b., 110 sa.
Hongkong Hotels	$89 b.
Hongkong Lands	$111 b., 111½ sa.
Humphreys	$6 b., 8 sa.
Kowloon Lands	$46 b.
Land Reclamations	$ 175 n.
West Points	$74 b.
Cotton Mills.	
Ewo Cottons	T. 245 b.
Kung Yiks	T 33 n.
Laou Kung Mows	...T 172½ n.
Orientals	T88 n.
Shanghai Cottons	T 178 b.
Yangtszepoos	...T 11½ b.
Miscellaneous.	
Cements	...$7.40 sa.
China-Borneos	$13⅛ n.
China Lights' Old $5.05 & New 1.05 b.	
China-Providents	...$7.50 b., 7.60 sa.
Dairy Farms	$29 n.
H.K. Electrics	$75 s.
Macao Do.	$37 n.
Hongkong Ropes	...$31½ b.
H.K. Tramways	7½ n.
Peak Tramways (Old)	$8½ b.
do. (New)	$.85 b.
Steam Laundries	$3⅜ b.
H.K. Steel Foundry	$12 n.
Water-boats	$13 b.
Watsons	$5 b.
Powells	$11½ b.
Wisemans	$30 n.

MACGREGOR'S
V.O.S.
(PARLIAMENT BLEND)
FINEST LIQUEUR SCOTCH WHISKY.
EXTRA SPECIAL.
FINEST LIQUEUR WHISKY.
CALDBECK, MACGREGOR & CO.,
15, Queen's Road Central,
HONGKONG.



Allen

THE UTILITY CAR

Today's demands demand more of a motor car.

Study this Allen New Series 41.

It is big enough and powerful enough and fast enough to meet the pace of any vigorous family.

It is exceptionally comfortable. And it is truly economical in fuel, and also because it stands up under the hardest kind of service.

GERIN, DREVARD & CO.

Telephone 114.

New Series 41

INTIMATIONS

PEAK TRAMWAYS COMPANY, LIMITED

TIME TABLE

WEEK DAYS.

7.00 a.m. to 8.00 a.m....Every 15 minutes
8.00 a.m. to 9.30 a.m....Every 10 minutes
9.30 a.m. to 11.00 a.m....Every 15 minutes
11.30 a.m. to 12.45 p.m....Every 15 minutes.
12.45 p.m. to 1.15 p.m....Every 10 minutes.
1.15 p.m. to 1.45 p.m....Every 15 minutes.
1.45 p.m. to 2.15 p.m....Every 10 minutes.
2.15 p.m. to 5.00 p.m....Every 15 minutes.
5.00 p.m. to 8.00 p.m....Every 10 minutes

NIGHT CARS.

8.50 p.m., 9.00 p.m., 9.20 p.m.,
9.30 p.m. to 11.30 p.m. Every 30 minutes
11.45 p.m.

SATURDAYS.

EXTRA CAR—12 midnight.

SUNDAYS.

7.30 a.m.
8.00 a.m. to 10.30 a.m....Every 15 minutes.
10.30 a.m. to 11.00 a.m....Every 10 minutes.
11.30 a.m. to 12 noon....Every 15 minutes.
12.00 noon to 1.00 p.m....Every 10 minutes.
1.00 p.m. to 5.30 p.m....Every 15 minutes.
5.30 p.m. to 6.00 p.m....Every 10 minutes.
6.00 p.m. to 6.30 p.m....Every 15 minutes.
6.30 p.m. to 8.00 p.m....Every 10 minutes.

NIGHT CARS as on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Building, Des Vœux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore order representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers.

ASAHI BEER



Sole Agents
MITSUI BUSSAN KAISHA.

BANK.

THE CHINESE MERCHANTS BANK, LTD.

中國商業銀行有限公司

HEAD OFFICE:
13, Queen's Road, Central,
Chairman of Board of Directors,
LAU SIU CHEUN, Esq.

General Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

LUU HOAN,
Chief Manager.

Hongkong, April 9, 1919.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up — $1,250,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandize.
Loans made on the Provident System.
TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c. Undertaken and Executed.

(Rate and Particulars on application)
To the Office of
SHEWAN, TOMES & CO.,
General Managers.

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 for Bladder Catarrh. No. 2 for Blood & Skin Diseases. No. 3 for Chronic Weaknesses.
SOLD BY LEADING CHEMISTS. PRICE IN ENGLAND 3s. DE JONGH & Co. Ltd. 56 FARRINGDON ST. E.C. London.
SEE TRADE MARKED WORD "THERAPION" ON GOVT. STAMP AFFIXED TO GENUINE PACKETS

BANKS.

THE BANK OF CANTON, LTD.

Head Office—HONGKONG.
Established 1912.

Paid-up Capital	$2,000,000
Reserves and Undivided Profits	500,000

FOREIGN EXCHANGE and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS Received.

INTEREST ON FIXED DEPOSITS.

For 3 Months 3% per annum.
For 6 Months 4% per annum.
For 12 Months 4½% per annum.

LOOK POONG SHAN,
Chief Manager.

Hongkong, March 10, 1919.

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:
No. 2 Queen's Road Central.

Paid-Up Capital $2,000,000.

Directors:

Mr. Pong Wai Ting,—Chairman.
Mr. Chow Shou Son, Mr. Kan Ying Po,
Mr. Li Koon Chun, Mr. Chan Kai Ming,
Mr. Mok Ching Kong, Mr. Fung Ping Shan,
Mr. Wong Yan Tong, Mr. P. K. Kwok,
Mr. Chan Ching Shek, Mr. Ng Chang Lak.

Chief Manager.....Kan Tong Po.
Asst. Manager.....Li Tse Fong.

Every description of Banking and Exchange business transacted. Loan granted on approval securities.

Interest allowed on Current Deposit Accounts at the rate of TWO per cent. per annum and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3% per annum.
For 6 months at the rate of 4% per annum.
For 12 months at the rate of 5% per annum.

KAN TONG PO,
Chief Manager.

Hongkong, March 12, 1919.

THE BANK OF CHINA.

中國銀行

(Specially authorised in China by Presidential Mandate of 22nd November, 1917).

Authorised Capital	$60,000,000.00
Paid-up Capital	12,278,800.00
Reserve Funds	3,197,400.00

HEAD OFFICE: PEKING.

BRANCHES AND SUB-BRANCHES: PEKING: Haiting, Tungchow. NORTH: Miyun, Chohsien, Pahsien Niulansan, Hsuanhua. CHIHLI: Tientsin, Paotingfu, Lutai, Tsinhaisien, Sangfang, Shuntehfu, Tangshan, Taming, Cholushsien, Weisusien. MANCHURIA: Changchun, Moukden, Kirin, Tsitsihar, Newchang, Liaoyuanchow, Hoho, Hsinmingfu, Taonanfu, Harbin, Dalny, Antung, Tiehling, Chinghsien, Sifeng, Hulan, Suiwafu, Hailunfu, Ninguta, Kungchuling, Liaoyang, Fuyu, Yenchi, Kaipingsien. HUPEH: Hankow, Shasi, Ichang. HUNAN: Changsha. KIANGSU: Shanghai, Nanking, Soochow, Yangchow, Chingkiang, Wusih, Huchowfu, Tungchow. SOUTH: Tsinkiangpo. SHANTUNG: Tsinan, Tsingtao, Chefoo, Tenghsien, Lintsinhsien. SHANSI: Taiyuanfu, Yunsheng, Sinkianhsien, Tatungfu. HONAN: Kaifeng, Chowkiakow, Hanhsien. KWANGTUNG: Hongkong, Canton, Swatow, Kiungchow. FUKIEN: Foochow, Amoy, Hankong, Chiuanchowfu, Changchowfu, Santuao. CHEKIANG: Hanchow, Shaohsing, Huchowfu, Kashing, Wenchow, Ningpo, Lanchi, Yuyao, Haimen. KIANGSI: Nanchang, Kiukiang, Kanchowfu, Chintehchen, Chian. ANWHEI: Wuhu, Anking, Pangfow, Luchowfu, Tatung, Tungki, Luan. SZECHUEN: KUEICHOW: Wweivangfu. SHANSI: Sianfu, Hangchunfu. SUIYUAN: Kweihwating Paotowchen. TSAHAR: Kalgan Fengchen, URGA: Urga, Hakiatao.

HONGKONG BRANCH.

Interest allowed on current accounts and fixed Deposits. Terms on application. Every description of Banking Business transacted. Loans granted on approved securities. Special facilities for home exchange.

TSUYEE PEI,
Manager.

Hongkong, Feb. 25, 1919.

THE BANK OF TAIWAN, LTD., (Taiwan Ginko).

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 30,000,000.
Capital (Paid-up)	,, 27,500,000.
Reserve Funds	,, 6,560,000.

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Piran, Shinchiku, Makung, Taichu, Tainan, Takow, Tamsui, Toyen, Aka.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaja, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:

Capital and Counties Bank, London and South-Western Bank, Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Chosen, Japan, India, China, Siam, India, Philippine Islands, Java, and other Dutch Settlements, Australia, America, Africa.

Interest allowed on Current Accounts, and Fixed Deposits at rates which will be quoted on application.

NAOK VANAGITA,
Manager.

HONGKONG BRANCH:
2, Des Vœux Road Central.

Hongkong, March 31, 1919.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital	$15,000,000
Reserve Funds—	
Sterling £1,500,000 @ 2/-	$15,000,000
Silver	21,000,000
	$36,000,000
Reserve Liability of Proprietors	$15,000,000

Court of Directors:

J. A. Plummer, Esq.,—Chairman.
Hon. Mr. E. V. D. Parr,—Deputy Chairman.
A. H. Compton, Esq. | C. S. Gubbay, Esq.
Hon. Mr. S. H. Dodwell, | P. H. Holyoak, Esq.
J. Johnstone, Esq.
W. L. Pattenden, Esq.

Chief Manager:
Hongkong—N. J. STABB, Esq.

Managers:
Shanghai—A. G. STEPHEN, Esq.

London Bankers—London County & Westminster & Parr's Bank, Ltd.

Hongkong—Interest Allowed.

On Current Account at the rate of Two per cent. per annum on the daily balance.

On Fixed Deposits:—

For 3 months 2½ per cent. per annum.
,, 6 ,, 3½ ,, ,,
,, 12 ,, 4 ,, ,,

N. J. STABB,
Chief Manager.

Hongkong, May 28, 1919.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3½ PER CENT per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation.
N. J. STABB,
Chief Manager.

Hongkong May 14, 1919. 517

BANQUE INDUSTRIELLE DE CHINE.

(FRENCH BANK).

Subscribed Capital	Francs 75,000,000
Paid Up Capital	,, 37,500,000
(1/3 of the Capital, i.e. Francs 25,000,000 subscribed by the Government of the Chinese Republic).	

Chairman of the Board of Directors.....André Berthelot.
General Manager.....A. J. Pernotte.

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:

PEKING, SHANGHAI, TIENTSIN, HONGKONG, HANOI, CANTON, SAIGON, HAIPHONG, YUNNANFU, VLADIVOSTOCK, FOOCHOW.

BANKERS:

In FRANCE: Sociétés Générale pour favoriser le Développement du Commerce et de l'Industrie en France.
In LONDON: The London County Westminster & Parr's Bank, Ltd. The London Joint City & Midland Bank, Ltd.
In NEW YORK: Redmond & Co. Correspondents in the chief commercial centres of the World.

Telegraphic Address: CHIBANKIND

Interest allowed on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. ROUET DE JOURNEL,
Manager.

HONGKONG BRANCH:
Queen's Buildings,
5, Chater Road. Tel. 2440

Hongkong, March 31, 1919.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society)

Established 1824.

Authorised Capital	£.	100,000,000 = (£8,333,333)
Paid-up Capital	£.	70,000,000 = (£5,833,333)
Reserve Fund	£.	12,760,275 = (£1,063,375)

HEAD OFFICE—Amsterdam.
Branches at
The Hague Rotterdam
HEAD AGENCY—Batavia.
Branches at
Bandjermasin, Bangkok, Bandoeng, Samarang, Cheribon, Shanghai, Djember, Singapore, Djokjakarta, Soerabaja, Kota Radja, Soerakarta (Solo) Makassar, Langsa, Medan, Tanjong Tiram (Deli) Padang, Telok Betong, Palembang, Tjimahi, Pekalongan, Weltevreden. Pontianak, Poerwakarta, Correspondents at Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

London Bankers:—The Union of London and Smiths Bank, Limited.

The Bank buys and sells and receives on collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

J. F. VAN REES,
Manager.

Hongkong, Oct. 30, 1918.

BANKS.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA

Incorporated by Royal Charter 1853

Head Office, London.

Paid-up Capital	£1,200,000
Reserve Fund	£2,100,000
Reserve Liability of Proprietors	£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROCKATT,
Manager.

Hongkong, April 7, 1919.

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital	£1,500,000
Subscribed	1,000,000
Paid-Up	1,000,000
Reserved Fund and Rest	750,000 (£687,500)

BANKERS:

The Bank of England.
The London Joint City & Midland Bank, Ltd.

Every description of Exchange business transacted.

Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

C. L. SANDES,
Acting Manager.

No. 7 Queen's Road Central.

Hongkong, April 10, 1919.

BANQUE DE L'INDO-CHINE.

(FRENCH BANK).

Head Office:
15bis Rue Laffitte, Paris.

Capital	Frs 40,000,000
Reserves	,, 50,000,000

BRANCHES AND AGENCIES:

Bangkok	Hongkong	Saigon
Battambang	Monster	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Thereinh
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Vladivostock
Hanoi	Pondichery	

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industrial et Commercial; Societe Generale.
IN LONDON: The National Provincial & Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangements.

Every description of Banking and Exchange Business transacted.

A. SIKE,
Acting Manager.

Hongkong, Oct. 19, 1918.

THE YOKOHAMA SPECIE BANK, LTD.

Established 1880

Authorized Capital	Yen 100,000,000.00
Paid up Capital	,, 42,000,000.00
Reserve Fund	,, 25,000,000.00

Head Office—YOKOHAMA.

Branches and Agencies at

Batavia	Newchwang
Bombay	New York
Buenos Ayres	Osaka
Calcutta	Peking
Changchun	Rangoon
Dairen (Dalny)	San Francisco
Fengtien (Mukden)	Seattle
Hankow	Shanghai
Honolulu	Shimonoseki
Harbin	Singapore
Kai Yuen	Soerabaya
Kobe	Sydney
London	Tientsin
Los Angeles	Tokyo
Lyons	Tsinanfu
Manila	Vladivostock
Nagasaki	Tsingtau

Interest allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.

G. HASHIDZUME,
Manag.

Hongkong May 16, 1919.

NORTH BRITISH & MERCANTILE INSURANCE CO.

WHICH ARE VESTED THE SHARES OF

THE OCEAN MARINE INSURANCE COMPANY, LTD.

AND

THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL Funds at 31st December, 1914, £23,970,367.

I—Authorised Capital	£6,000,000
Subscribed Capital	£4,000,000
Paid-up Capital	£2,437,500
II—Fire Funds	3,837,047
III—Life & Annuity Funds	17,567,590
Sinking Fund Account	127,730
	£23,970,367
Revenue Fire Branch	£2,381,456
,, Life and Annuity Branches	2,141,593
Revenue Marine Department	337,226
Other Receipts	476,949
	£5,339,225

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO.,
Agents.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

BOLSHEVIST WAR.

PARIS, May 22nd.

The situation regarding Russia is modified owing to M. Lenine's refusal of the proferred food supplies by the Allies—conditional on the Bolsheviks ceasing their hostilities against the Allies and the other Russian governments.

The Allies are re-considering the situation, and will possibly recognise the Koltchak and other anti-Bolshevik Russian Governments.

MURMANSK, May 21st.

The relief force has arrived here after an uneventful voyage. The Army is very keen.

LONDON, May 22nd.

A *communiqué* from Murmansk states that the Allied troops, on May 20th, drove the enemy from their main position on the north of Medvejegorsk, inflicting heavy losses. Italian reinforcements were arriving in pursuit of the enemy, who were believed to be in full retreat.

BERLIN, May 20th.

A telegram from Libau states that, with warm weather, the offensive of the Soviet troops against the Baltic regions, begun with vigour, is raging, has been proceeding since May on the entire front from Schlock to Frauenburg.

COPENHAGEN, May 21st.

The Swedish newspaper *Folkets Dagblad* states that the Esthonians are advancing in the direction of Pskoff and are now only 50 miles from Petrograd.

British troops have landed at Libau Bay and occupied a number of villages after fights with the Bolshevists.

The members of the Soviet Government at Petrograd are much alarmed, and have decided to defend the city to the last, and destroy it, if captured.

COPENHAGEN, May 21st.

The Esthonian National Assembly has passed a resolution declaring an Independent Republic, claiming a place in the League of Nations, and reaffirming that they will fight the Bolshevists to the bitterest end.

THE MISSING AIRMEN.

LONDON, May 21st.

Up to midnight yesterday not a single word had been received of Mr. Hawker from the numerous aeroplanes, destroyers, etc., sweeping the seas. The search task was hampered by rain.

LONDON, May 21st.

A *Daily Mail* correspondent in Newfoundland states that Major Gran, the pilot of the Handley Page aeroplane, suggests that Mr. Hawker and Captain Mackenzie Grieve may have been picked up by a Scandinavian food ship, as they followed the route on which 50 such ships are at present sailing. Most of the food-ships do not carry wireless.

ST. JOHN'S, May 21st.

Experts now agree that Mr. Hawker's and Capt. Mackenzie Grieve's machine must have collapsed shortly after leaving, because no wireless was ever received, nor was there any indication of their being in the air during the five or six hours necessary to bring them into the track of the liners, which they should have reached before nightfall.

HOW THE MISHAP WAS CAUSED.

The opinion is growing that the vast bodies of field ice and icebergs, extending for 100 miles off the Newfoundland coast, affected the working of the engines, through the intense cold congealing the oil in the engines. The Americans from Trepassey experienced this.

LONDON, May 21st.

A Government *communiqué* emphasises that the Trans-Atlantic flight was a private enterprise. The attitude of the Air Ministry had been to enjoin and caution, not to urge on participants, but, although not recognising responsibility, the Government furnished every assistance.

After recapitulating the measures to assist Mr. Hawker, the *communiqué* warns the public that the chances of finding Mr. Hawker are very remote.

Referring to criticisms of the Admiralty, it draws attention to the many heavy responsibilities of the British fleet, and concludes as follows:—"While anxious to do its utmost to save our gallant and intrepid airmen, the Admiralty warns intending participants that it is utterly impossible for the Government to patrol 2,000 miles of ocean by way of protection."

ST. JOHN'S, May 21st.

Undaunted by the Sopwiths' disappearances, other fliers are hurrying preparations for trans-Atlantic flights. The Handley-Page machine will be ready to fly on May 31st.

ST. JOHN'S, May 21st.

Lieutenant Jensen has arrived from Paris to investigate the conditions, in view of a flight by French airmen, later in the season.

ST. JOHN'S, May 21st.

Lieut. Raynham's navigator, Mr. Morgan, is suffering so seriously from shock and other injuries that he may be compelled to return to England.

PREFERENCE.

LONDON, May 21st.

When the House of Commons resumed the debate on the Finance Bill, Sir Edward Carson said that the nature of the reception of the Budget by the Dominions was worth millions of money.

Lord Hugh Cecil said that the political advantage of the preference proposals far outweighed any theoretical economic disadvantages.

The Bill passed its second reading unanimously.

RACING.

LONDON, May 21st.

The "Newmarket Stakes" resulted as follows:—

Dominion	1
Old Bill	2
Lord Basil	3

Five ran; won by five lengths, two lengths dividing second and third.

The betting was as follows:—Dominion, 8 to 1; Old Bill, 3 to 1; and Lord Basil, 4 to 1.

PLAGUE TAKEN HOME.

LONDON, May 22nd.

A soldier aboard the *City of Sparta*, which left Bombay on April 3rd, died on the voyage, of bubonic plague. On arrival at Liverpool on April 20th, the vessel was put into quarantine and disinfected.

Subsequently, a native sailor died of bubonic plague, on May 16th.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

PEACE TERMS.

NEW YORK, May 22nd.

The Berlin correspondent of the Associated Press has received an authorised statement from the German Government declaring that Germany declines to sign the Peace Terms, because they spell the economic destruction, the political dishonour, and the moral degradation of the German nation, for generations.

The terms do not contain a single trace of President Wilson's programme. America must intervene and put the Fourteen Points through, or declare she is unable or does not wish to do so.

WORLD REVOLUTION DEMANDED.

BERLIN, May 21st.

There was a huge Socialist Peace Treaty protest demonstration on the Wilhelm Platz to-day. Aeroplanes, flying overhead, threw down leaflets.

Herr Scheidemann, in a speech, said he hoped, through counter-proposals, to attain peace by understanding, which was only possible if Germany was included in the League of Nations as an equal. The League was a necessity, but, in the present form, it made the Germans slaves. He concluded by calling for cheers for the League of Nations.

Subsequent speeches were interrupted by an Independent Socialist procession crossing the Wilhelm Platz, coming from Lustgarten, where speeches protesting against the Treaty demanded a speedy world-revolution.

COPENHAGEN, May 22nd.

Contrary to the semi-official report cabled earlier, Danish correspondents in Berlin state that the demonstration on the Wilhelm Platz was attended by only 5,000, and there was no enthusiasm, while at least 100,000 were present at the Independent Socialist demonstration at Lustgarten, in favour of signing the Peace Treaty.

THE ONLY CHANCE WITH A BAD HAND.

PARIS, May 21st.

Owing to the nature of recent speeches and inspired newspaper articles, Conference circles expect that the Germans will put up bluff, refusing to sign the Treaty and climbing down only when they see the game is up.

PARIS, May 21st.

It is rumoured that Count von Rantzau asked Herr Dernburg to replace him.

The German plenipotentiaries, yesterday, handed the Allies their Tenth Note, in which they requested additional time to consider the Peace Treaty.

VERSAILLES, May 21st.

Count von Rantzau has requested a prolongation of the time limit, in order to enable the German Delegation to complete further Notes dealing with the territorial question in the East, Alsace-Lorraine, and the occupied regions; the carrying out of Germany's reparation obligations; the question of labour legislation, and the treatment of German private property in enemy countries.

The Delegation had also to obtain the observations of the German Government on the peace terms.

GERMANS HAVE UNTIL TO-MORROW TO REPLY.

LATER.

It is officially stated that the Germans have been granted an extension up to May 29th for the submission of observations on the Peace Treaty.

PARIS, May 22nd.

The German proposals for the League of Nations and an International Labour Charter have been published. The former generally agrees with the Allied scheme, but includes a number of proposals which the Conference Commission consider showy, and have been already discarded as impracticable.

The Allied reply has been drafted, but has not yet been presented. It will point out the impracticability of the innovations.

WAR PRISONERS.

PARIS, May 22nd.

Replying to the German Note as regards prisoners of war, the Associated Governments decline to release those guilty of crimes and penal offences.

They point out that the Germans do not make specific suggestions respecting alleviation in the treatment of prisoners, whereas the Allies have always scrupulously observed the rules of war and the dictates of humanity in this respect. Consequently, they fail to see what alleviations are possible.

As regards restitution of personal property, information about the missing, and care of graves, the Allies give complete assurances, but as regards the demand for full reciprocity, they point out that a parallel does not exist, therefore the reciprocity claim does not arise.

The Allies are prepared to do what is possible to return prisoners in good condition, but the demands of their own nationals and of the liberated territories will probably make it impossible to supply the desired clothing.

Finally, the Allies agree to the establishment of a Repatriation Commission immediately Peace is signed.

PEACE MAY BE SIGNED JUNE 10.

PARIS, May 21st.

It is expected that the Allies will take a week to study the German counter-proposals. Thus, if the Germans were allowed 3 or 4 days to examine the definite text, the signature of the Treaty may be expected by June 10th.

COLOGNE, May 21st.

General Sir William Robertson is visiting the Americans at Coblenz to-day.

He confers with the Belgian Command to-morrow.

It is no secret that the Allied troops are everywhere ready for an immediate forward move in case of necessity.

It is noteworthy, however, that the German newspapers have recently been more moderate in tone.

LONDON, May 22nd.

In the House of Commons, at question-time, Mr. Bonar Law reiterated his inability to afford an opportunity for the discussion of the Peace Treaty before the German answer was received, or action was known. He emphasised that this decision was the outcome of discussion by the Big Five.

The ratification of the Treaty would not take place until the House approved the Treaty.

Mr. Horatio Bottomley endeavoured to move an adjournment on this question, but was unsuccessful.

COUNTY CRICKET.

LONDON, May 21st.

The Somerset *v.* Sussex match was drawn, the scores being equal—Somerset, 213 and 103; and Sussex, 242 and 104.

The Notts *v.* Leicestershire match was drawn.

NOTICES.

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The School has accommodation for 200 pupils.
Courses for Mechanics and driving.
Special facilities will be offered to persons desirous of becoming Chauffeurs and not having the means pay for their course.
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SHIPS DUE TO ARRIVE.

FROM EUROPE.

The s.s. TALTHYBIUS, May 16 and leaves for Shanghai and Taku May 27.
The s.s. IDOMENEUS, May 30 and leaves for Shanghai and Japan May 31.
The s.s. NINGCHOW, June 8 and leaves for Shanghai and Japan June 9.
The s.s. TYDEUS, June 15 and leaves for Shanghai June 16.

FROM SHANGHAI.

The s.s. AMUR MARU, due here from Shanghai June 2 and leaves for London and Antwerp, calling at Marseilles June 3.
The s.s. ANDES MARU, due here from Shanghai June 10 and leaves for London and Antwerp June 11.

FROM JAPAN.

The s.s. NAGOYA, leaves Yokohama August 9 and is due here August 20.
The s.s. MALTA, leaves Yokohama August 23 and is due here September 3.
The s.s. MENTOR, leaves Yokohama May 17 and is due here June 3.
The s.s. RHESUS, leaves Yokohama May 31 and is due here June 17.
The s.s. TALTHYBIUS, leaves Yokohama June 14 and is due here July 1.
The s.s. IDOMENEUS, leaves Yokohama June 28 and is due here July 17.
The s.s. STENTOR, leaves Yokohama May 24 and is due here June 10 and leaves for Liverpool.
The s.s. TEUCER, leaves Yokohama June 7 and is due here June 24 and leaves for Liverpool.
The s.s. ARRATOON APCAR, leaves Kobe May 30, due here June 6 and leaves for Calcutta June 7.
The s.s. NINGCHOW, leaves Yokohama June 21 and is due here July 8 and leaves for Liverpool.
The s.s. KOREA MARU, due here from Nagasaki June 18 and leaves for San Francisco June 26.
The s.s. NIPPON MARU, due here from Nagasaki June 30 and leaves for San Francisco July 7.
The s.s. PERSIA MARU, due here from Nagasaki June 13 and leaves for San Francisco June 16.
The s.s. ANYO MARU, due here from Moji August 31 and leaves for South America September 10.
The s.s. KIYO MARU, due here from Moji July 1 and leaves for South America July 12.
The s.s. SEIYO MARU, due here from Moji October 24 and leaves for South America November 4.
The s.s. BANRI MARU, due here from Kobe and Moji June 12 and leaves for Java ports June 14.
The s.s. BORNEO MARU, due here from Kobe and Moji July 15 and leaves for Java ports July 17.
The s.s. HOKUTO MARU, due here from Kobe and Moji July 27 and leaves for Java ports July 29.
The s.s. HAWAII MARU, due here from Nagasaki June 15 and leaves for South America June 16.
The s.s. BURMA MARU, due here from Moji May 26 and leaves for Bombay via Singapore and Colombo May 27.
The s.s. UNNAN MARU, due here from Takao June 1 and leaves for Saigon and Bangkok June 2.
The s.s. NANKING MARU, due here from Nagasaki June 1 and leaves for Sydney and Melbourne, calling at Auckland, N.Z., and Adelaide June 2.

FROM JAVA.

The s.s. BORNEO MARU, due here from Java ports June 11 and leaves for Japan ports June 14.
The s.s. HOKUTO MARU, due here from Java ports June 21 and leaves for Japan ports June 24.
The s.s. RIOJUN MARU, due here from Java ports July 4 and leaves for Japan ports July 7.
The s.s. BANRI MARU, due here from Java ports July 26 and leaves for Japan ports July 29.
The s.s. BORNEO MARU, due here from Java ports August 28 and leaves for Japan ports August 31.
The s.s. HOKUTO MARU, due here from Java ports September 9 and leaves for Japan ports September 12.

FROM MANILA.

The s.s. PROTESILAUS, leaves Manila June 27, due here June 29 and leaves for Kobe, Yokohama and Seattle July 3.
The s.s. TYNDAREUS, leaves Manila July 22, due here July 24 and leaves for Kobe, Yokohama and Seattle July 28.
The s.s. TENYO MARU, due here July 14 and leaves for San Francisco July 21.
The s.s. SIBERIA MARU, due here July 22 and leaves for San Francisco July 30.

FROM LONDON.

The s.s. NORE, leaves London May 22, due here July 7 and leaves for Shanghai and Japan July 8.
The s.s. NOVARA, leaves London June 5, due here July 21 and leaves for Shanghai and Japan July 22.

FROM AMERICA.

The s.s. PROTESILAUS, leaves Seattle May 22, due here June 16 and leaves for Manila May 14.
The s.s. TYNDAREUS, leaves Seattle June 16, due here July 11 and leaves for Manila July 17.

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It exceeds all expectation
It demands your approbation.
T'is ready now! T'is ready now!
So do not hesitate.
But buy to-day, without delay
Or else you may be too late.

POST OFFICE.

All Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers, etc. for their use handed in at the G.P.O. will be packed and forwarded to them free.

The parcel post service to Cuba is suspended.

It is notified that all restrictions as to the use of wireless Telegraphy by Merchant Vessels on the China Station have been abolished.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

No unofficial letter addressed to Abadan, Ahwaz or Mohammorah in the Persian Gulf may exceed eight ounces in weight.

The insured letter and insured parcel services between Egypt (or in transit through Egypt) and Cyprus are temporarily suspended.

Uninsured parcels for the United Kingdom will in future be forwarded from Hongkong in bags and the Public are therefore advised to pack such parcels very carefully.

Until further notice parcels for civil addresses in the provinces of Udine, Vicenza, Treviso Padua, Venice and Belluno in Italy will not be accepted for transmission unless posted under the British War Office Permit.

The Parcel Post Services to British East Africa and Egypt (except for members of the Expeditionary Forces), and to Abyssinia, Bagdad, Frithrea, French Somali Coast, Italian Somaliland, Portuguese East Africa, Zanzibar and Russia have been suspended.

Registered and Parcel Mails close 15 minutes earlier than the time given below unless otherwise stated.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

INWARD MAILS.

THURSDAY, May 29.

Japan—Per KAGA MARU.

OUTWARD MAILS.

THURSDAY, May 29.

Shanghai and North China—Per TJIMANOCK, 9 a.m.
Shanghai and North China—Per SUNNING, 11 a.m.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Bombay, Aden, Egypt and EUROPE via MARSEILLES—Per NEURALIA. Registration 12.15 p.m. Letters 1 p.m.
Fort Bayard—Per WA SUN, 1 p.m.

FRIDAY, May 30.

Swatow and Straits—Per CHENGTU, 8 a.m.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ—Per KAGA MARU. Registration 9.45 a.m. Letters 10.30 a.m.
Swatow, Amoy and Foochow—Per HAILONG, 1 p.m.
Philippine Islands—Per LOONGSANG, 2 p.m.

SATURDAY, May 31.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ—Per MENTOR. Registration 11.45 a.m. Letters 12.30 a.m.
The Parcel Mail will be closed on Friday, May 30, at 5 p.m.
Japan via Nagasaki, Canada, United States, Central and South America and EUROPE via SAN FRANCISCO—Per SOERAKARTA. Registration 1.15 p.m. Letters 2 p.m.
Shanghai and North China—Per KWANGSE, 5 p.m.

SUNDAY, June 1.

Swatow, Amoy and Formosa via Keelung—Per KAIJO MARU, 9 a.m.

MONDAY, June 2.

Philippine Islands—Per TAMING, 9 a.m.

TUESDAY, June 3.

Swatow and Bangkok—Per LIANGCHOW, 9 a.m.
Swatow, Amoy and Foochow—Per QUINNEBAUG, 9 a.m.

WEDNESDAY, June 4.

Hoihow and Bangkok—Per LUCHOW, 1 p.m.

THURSDAY, June 5.

Shanghai and North China—Per SUIYANG, 11 a.m.

FRIDAY, June 6.

Swatow, Amoy and Foochow—Per HAITAN, 1 p.m.

SATURDAY, June 7.

Shanghai and North China—Per CHENAN, 5 p.m.

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SATURDAY 31st May,

PAULINE FREDERICK

IN

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ARRIVALS.

May 28.

TAMING, Brit., 1,366 tons, from Manila, Capt. Pennefather, B. & S., C36.

TUNG WAH, Chi., 746 tons, from Canton, Capt. Newbery, O.M. S.N. Co., Wharf.

SUNNING, Brit., 1,570 tons, from Canton, Capt. W. Benson, B. & S., B5.

TAK CHEE, Brit., 4,055 tons, from Calcutta, Capt. McKenzie, S.O. Co., Laichikok.

HAIHONG, Brit., 1,270 tons, from Coast, Capt. Evans, D. L. & Co., Wharf.

MO HON, Chi., 761 tons, from Swatow, Capt. E. B. Green, Hah Hong Co., C38.

TJILATJAP, Dutch, 2,470 tons, from Java, Capt. J. R. Burgs, J.C.J.L., A8.

NANYO MARU, No. 2, Jap., 747 tons, from Bangkok, Capt. J. Sato, Y.K.K., C41.

KAMAKATA MARU, Jap., 775 tons, from Bangkok, Capt. Nakagawa, Y.K.K., C42.

YECHIGO MARU, Jap., 1,057 tons, from Moji, Capt. D. Ogawa, Y.K.K., B32.

CHOFU MARU, Jap., 933 tons, from Wuhu, Capt. Ueda, M.B.K., C34.

CLEARANCES.

May 28.

TAKSANG, Brit., 8 a.m., for Haiphong via Hoihow, J. M. & Co.

MINGSHUN, Chi., 6 a.m., for Shanghai, S.P. S.N. Co.

HAROLD DOLLAR, Brit., 9 a.m., Vancouver via Manila, Robert Dollar Co.

KAMUI MARU, Jap., 5 a.m., Canton, Y.K.K.

MOGAMI MARU, Jap., 7 a.m., for Takao, Y.K.K.

SULTAN VAN KOTIE, Dutch, 12 noon, for Singapore, A.P. Co.

KWONG TAH, Chi., 4 p.m., for Shanghai, Chinese Merchants.

HUICHOW, Brit., noon, for Newchwang via Chefoo and Tientsin, B. & S.

PAK WO, Chi., 5 p.m., for Shanghai, Kwong Hing S.S. Co.

NATICA, Brit., 1 p.m., for Pladjoe via P. Samboe, A.P. Co.

MOVEMENTS OF STEAMERS.

The American & Manchurian Line s.s. *Tjitarcum* from New York, sailed from Singapore on the 23rd May and may be expected to arrive at this port on the 29th May.

The T.K.K. s.s. *Persia Maru* sailed from San Francisco May 16th, and is due at this Port June 13th.

The P. & O. S. N. Co's. s.s. *Nevralia* left Shanghai for this Port on the 24th instant at 6.30 p.m. and is due here on the 27th instant at about 4 p.m.

The N.Y.K. s.s. *Kitano Maru* (European Line) left London for this port via Suez Canal on the 17th May, and is expected here on the 22nd June.

The C.M.S.S. Co's. s.s. *China* arrived at San Francisco on May 17th in accordance with schedule.

The N.Y.K. s.s. *Sado Maru* (European Line) left Liverpool for this port via Suez Canal on the 8th May, and is expected here on the 16th June.

The N.Y.K. s.s. *Kaga Maru* (European Line) left Kobe for this port via Moji and Shanghai on the 20th May, and is expected here on the 29th May.

The N.Y.K. s.s. *Kirin Maru* (Bombay Line) left Moji for this port direct on the 20th May, and is expected here on the 28th May.

The N.Y.K. s.s. *Mishima Maru* (European Line) left Liverpool for this port via Suez Canal on the 3rd May, and is expected here on the 8th June.

The C.M.S.S. Co's. s.s. *Nanking* arrived at San Francisco on April 29.

The C.P.O.S. Co's R.M.S. *Empress of Russia* sailed from Kobe May 14 for Yokohama.

The T.K.K. s.s. *Seiyo Maru* arrived at Yokohama May 13 and sails May 27 according to schedule for San Francisco en-route to South America.

The C.P.O.S. Co's. R.M.S. *Empress of Japan* sailed from Kobe May 3rd and is due at Nagasaki May 5.

The C.P.O.S. Co's R.M.S. *Monteagle* left Shanghai on Friday, 11th April and is due at Moji Sunday, April 13th.

The T.K.K. s.s. *Nippon Maru* arrived at Yokohama April 7 and will sail for San Francisco from that Port April 29.

The T.K.K. s.s. *Aniyo Maru* arrived at Yokohama March 30th, and will sail April 4th for Honolulu and San Francisco en-route to Valparaiso, South America.

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